



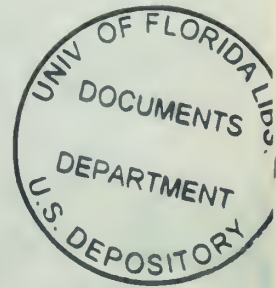
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# ALL HANDS



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JANUARY 1970









# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1970

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NUMBER 636

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• **FRONT COVER: TOP SIDE**—Nuclear-powered attack submarine USS Sunfish (SSN 649) cruises surface of Atlantic. This Sturgeon class sub is especially designed as an antisubmarine weapon.

• **AT LEFT: GROWING UP**—Taking her bow, one weighing 67 tons, is the U. S. Navy dock landing ship Portland (LSD 37), under construction at Quincy, Mass. Portland is named in honor of the cities of the same name in Maine and Oregon. The 555-foot vessel is the first of four sister ships, designed to support amphibious assaults, to be built at Quincy.

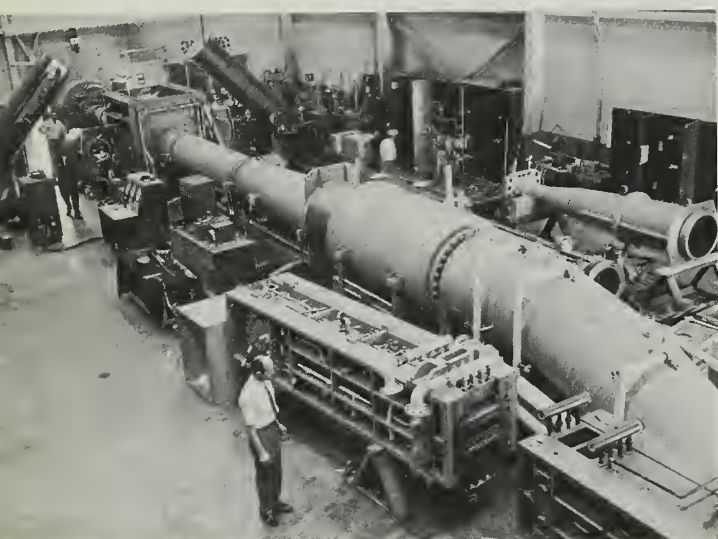


**T**HE always forward looking Naval Ordnance Laboratory indulged itself in a little nostalgia last year—it looked backward to its founding half a century ago, in 1919.

NOL, as it is usually called, started out as the Mine Unit under the technical direction of the Bureau of Ordnance (now the Naval Ordnance Systems Command). Like many other naval activities it was born in the Washington Navy Yard, then the location of the Naval Gun Factory.

In those early days there were growing pains and other problems. For example, there are recollections of a budget for depth-charge research, back in the 20s, which was limited to \$25 a month.

But, despite financial difficulties and a shortage of personnel, the unit carried on. In one field alone of vital importance the lab managed to retain a cadre of mine and fuse experts who were to find ways to coun-



NOL hypersonic wind tunnel attains speeds up to Mach 10.



Lab Reps developed minipad for ATC.

# **NOL Soars Into The Future**

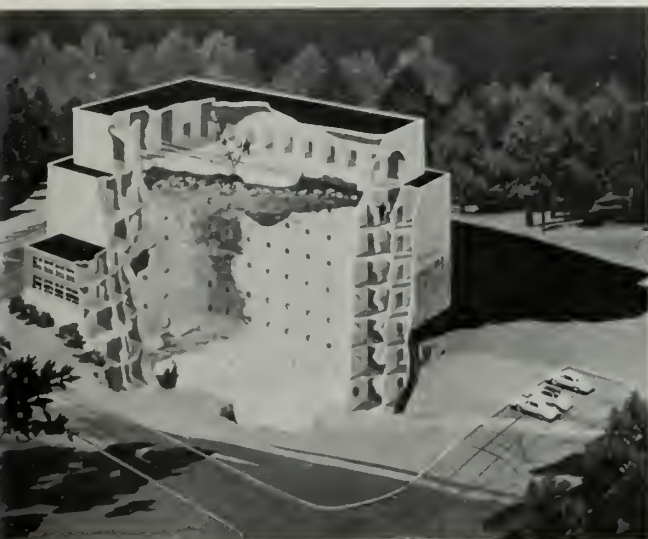
teract Germany's new magnetic mines and blockade Japanese shipping in the second World War.

But that's getting ahead of the story.

A building, dubbed appropriately enough the Mine Building, was constructed to house the newly born Mine Unit (in 1919), and later a sister group, the Experimental Ammunition Unit. Although they occupied the same building, the two units operated on a more or less independent basis. Both were under the administrative control of the Gun Factory and their work was performed under the technical direction of the Bureau of Ordnance.

A closer union came about in 1929, when the Bureau of Ordnance decided to consolidate the units, and to broaden the scope of their work.

To reflect the new mission, the organization was named the Naval Ordnance Laboratory, and that's the beginning of NOL as we know it.



Model of the NOL hydroballistics tank building.

**D**URING THE EARLY YEARS the Laboratory had been headed by a naval Officer in Charge, who was advised on technical matters by a chief physicist. The pattern was set for the system of dual managership that has continued to this day.

The late 20s and early 30s were lean years financially, but the corps of scientists was hard at work. Developing mines to protect our coasts and shipping was one of its big missions.

In 1938 the Laboratory was big enough to be separated from Naval Gun Factory control, although it remained a tenant activity at the Navy Yard.

With the approach of World War II, the work of the Laboratory was accelerated, and turned from developing mines to countering the new magnetic mines being used by the Germans. This was a deadly new naval weapon against which the United States Navy had no defense.



Steel vacuum sphere, dedicated in 1949, set former speed record for wind tunnel research. Below: Explosive developed by NOL allowed lunar module to descend to and ascend from the moon, thereby aiding in the success of Apollo 11.





The Laboratory first concentrated on the study of ships' magnetic fields, and built its first magnetic field facility to permit the study of degaussing techniques by using scale models of real ships. In this manner more refined degaussing techniques were developed.

Degaussing consists of winding certain parts of a ship with coils of wire through which electric current is passed. This current is controlled and adjusted so that the magnetic field set up is opposite to the ship's normal field, and partially cancels it. This reduces the range at which a magnetic mine can detect a ship.

In addition to the completion of the degaussing program for both the Navy and Merchant Marine, NOL designed approximately half a hundred different types of mines.

The development of magnetic, acoustic, and pressure-firing mechanisms for mines was to make possible the effective blockade of Japanese waters in the spring and summer of 1945.

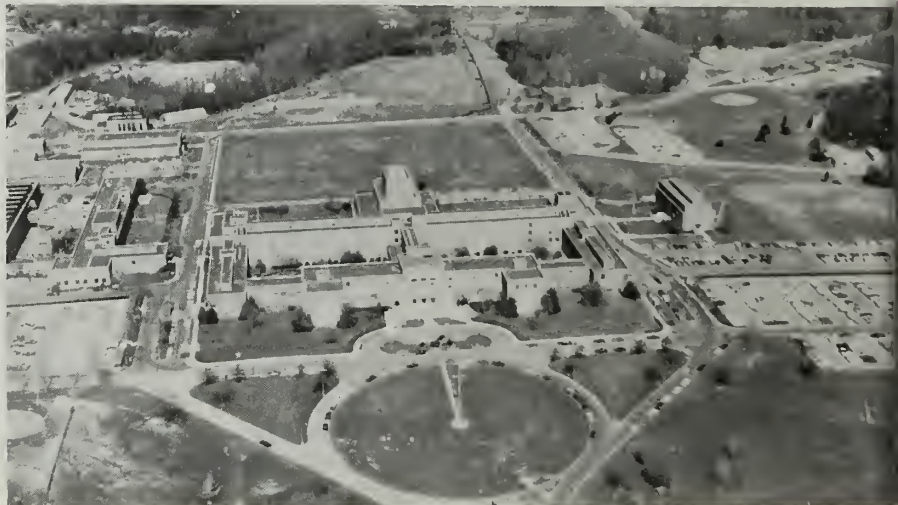
played an important role in destruction of the Japanese air arm.)

At the height of World War II, NOL was bursting its seams at the Navy Yard. In 1944 land was purchased for the Laboratory at White Oak, in the suburb of Silver Spring, Md.

The cornerstone of the main Laboratory and Administration Building was laid by Secretary of the Navy James Forrestal in 1945. During the next three years the major part of the Laboratory was constructed.

When World War II ended, two German wind tunnels were sent to NOL's White Oak home for research study. They were rebuilt and modernized. The "re-commissioned" tunnels were dedicated in 1949.

The wind tunnels were able to simulate air speeds of Mach five and were regarded as being among the more advanced aeroballistics research tools of their kind in the world.



The Mine Building at the Washington Navy Yard was NOL's first home. Rt: NOL today.

**I**N THIS BLOCKADE CAMPAIGN, U. S. planes laid over 13,000 mines which sank or seriously damaged two million tons of Japanese shipping, throttling almost completely seaborne commerce in Japanese home waters.

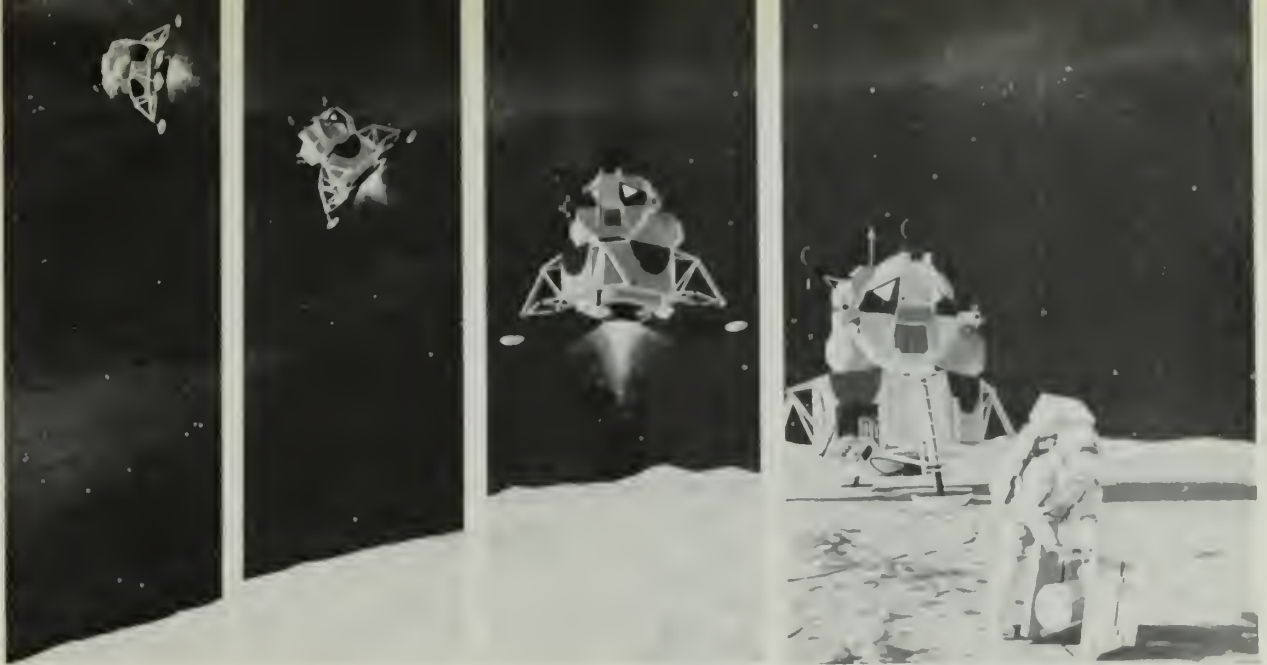
Another outstanding achievement of the Laboratory was in the field of fuzes. The fuze then being used presented production difficulties because it was complicated and expensive. The answer was a simpler fuze, but there was little time to work on a design—the deadline was a matter of days, not weeks or months.

At this point, an NOL scientist presented a sketch of a new fuze. Simple in design and ideally suited to mass production, it appeared to fulfill all functional requirements. It proved to be 99.9 per cent efficient, and it is estimated that the savings effected by the adoption of this fuze totaled approximately 250 million dollars. (It was used against the kamikazes and

**N**OL's SCORE in the field of ordnance devices and equipment is indeed impressive. Included among its developments are 22 mines for which NOL is the Navy's sole developing agency. It did pioneering work in the field of antisubmarine depth charges and produced numerous types of fuzes for rockets and a variety of ordnance equipment. It supplied warheads for missiles. Its range of work extended to pyrotechnic devices, and the arming and fuzing mechanisms for *Polaris*.

NOL was responsible for the concept of *Subroc*, a submarine-launched, rocket-propelled, intertially-guided, depth charge for long-range destruction of hostile submarines. NOL conducted feasibility studies, and provided technical direction during its development under contract.

Over the years NOL has found it necessary to expand its facilities and add new ones.



NOL developed an explosive to release LM landing gear uplock, sever the umbilical bundle, permit the LM to ascend, and finally set the LM and ascent stage adrift after the astronauts' return to the command module.



A parachute-laid mine is tested. Rt: Supersonic wind tunnel, dedicated in 1949, shows behavior of projectiles fired into it.

A larger magnetic field facility has been constructed, this time entirely of nonmagnetic materials, even to the nails that hold the building together. Used primarily to design degaussing coils for Navy ships, the facility is capable of simulating the magnetic conditions peculiar to any part of the earth or moon. It is frequently used to make prelaunch magnetic measurement tests of space satellites.

**W**HEN THE NASA astronauts made the *Apollo 11* moon landing, an explosive developed by NOL was used to permit the descent and ascent of the astronauts in the LM (lunar module). This was done by three cutting operations which: first, released the landing gear uplock; next, severed the umbilical bundle, thus separating the ascent and descent stage of the LM to permit the ascent stage to return to the command module; and finally, after the astronauts were back aboard the command module, set the LM and

the ascent stage adrift in space after separating them from the command module.

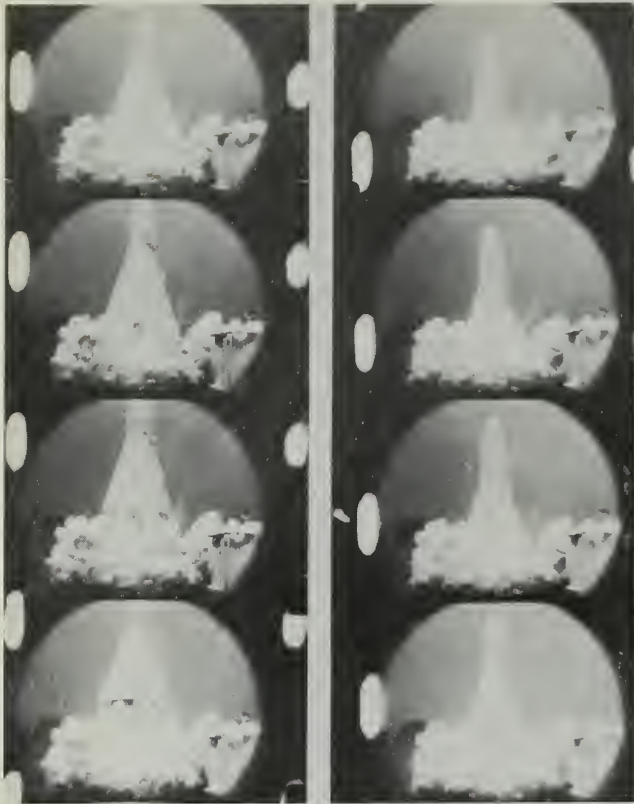
NOL has aeroballistics facilities which make it a modern center for research and development in the sciences of aerodynamics, hydrodynamics and ballistics. The wind tunnels and ranges are capable of measuring aerodynamic drag, stability and heating effects at speeds up to and beyond Mach 10.

A hypervelocity tunnel, due for completion in 1971, is expected to be able to reach speeds of Mach 20.

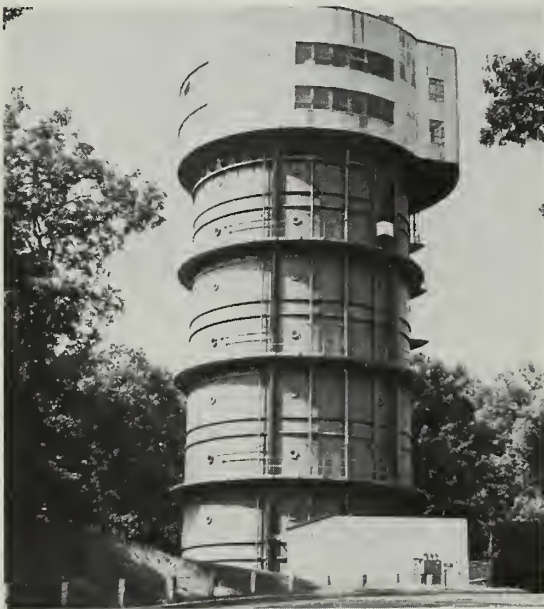
With its 1,750,000-gallon hydroballistics tank, studies can be made of powered, scale models of submarines and torpedoes.

In its program to develop improved materials for ordnance applications, NOL has created several new magnetic materials that have been made available to industry for both civilian and military applications. Use of these materials has greatly improved the characteristics of such devices as magnetic amplifiers.





NOL supplied arming and fuzing mechanisms for Polaris.



The 100-foot underwater weapons test tank at NOL holds some 1½ million gallons of water.

magnetometers and electromagnetic transducers.

A new metal with a memory which returns it to its original shape after being heated also came from the Naval Ordnance Laboratory. If distorted, it "remembers" its shape, and returns to it when heated. This alloy has potential for use in erectable structures for outer space and hydrospace. Another form, which has hardening qualities comparable to steel, is being used to make nonmagnetic handtools and related items for underwater ordnance applications.

**N**OL HAS PIONEERED in the use of "massive glass" for deep submergence vehicles. (See *ALL HANDS*, February 1965.) It is continuing to research and test glass materials for underwater applications.

In NOL's glassblowing lab, glass tubing is fashioned into one-of-a-kind scientific devices. The result may be a very simple chemical apparatus, or an intricate gas laser, or diffusion pump for producing high vacuum.

NOL is the East Coast Coordinator for Naval Laboratories in the Vietnam Laboratory Assistance Program, and has sent many of its personnel to Vietnam as Laboratory Representatives—better known as Lab Reps—to provide liaison and act as technical experts.

Lab Reps have even come up with solutions to problems with a twist of the wrist and a bit of baling wire.

One example is the development of a minipad for a medevac helicopter.

Alerted to the desire for a way to land a copter on an armored troop carrier, NOL's Lab Rep came up with the makings of pipe and steel mat, (which were at hand) and within two weeks had a trial pad.

On the next mission, after debarkation of troops, the helo pad was readied for the copter. The wounded were ferried from the battle zone to the boat. After unloading, the copter took off, and the boat rushed the troops to the base hospital. The minipad was an immediate success, and has served as a model for the construction of others.

Stemming from its early days as the "Mine Unit," NOL today is headed by a naval officer, entitled Commander, and a civilian Technical Director.

For the most part a civilian-staffed organization, NOL has a working corps of scientists and engineers carrying out basic research and engineering support missions for the Fleet.

Ordnance Application Officers are assigned in a staff capacity to the offices of the appropriate technical directorate. These naval officers, having considerable Fleet experience and being specialists in the field of ordnance engineering, advise and assist in the practical applications of ordnance under laboratory development to meet the needs of the Fleet.

In addition to the 730-acre reservation at White Oak which the laboratory occupies, it operates an acoustics research facility at Triadelphia Lake, Md., and three subsidiary "test and evaluation" facilities.

This—in a nutshell—sums up half a century of NOL. The past 50 years have set the pace, and the Laboratory expects to make even more progress in its next half-century.





USS Samuel Gompers (AD 37) tends brood in Southeast Asia.

# Floating Foundry

**I**N A BRIGHTLY GLOWING stream, molten bronze pours from the furnace into a ladle. Two sweat-dripping men carry the ladle to a mold. They tip it, and the amber liquid splashes into the crevices of the mold, then settles to cool.

The scene is the foundry on board the destroyer tender *uss Samuel Gompers* (AD 37), where the ancient art of casting metals is used to make repair parts for ships of the modern Navy.

The foundry, one of 55 specialized shops on the ship, is capable of producing parts of steel, aluminum, bronze, monel alloy, or virtually any other metal.

Metal casting requires skills not often found in an age of automation. Molders must construct their patterns and molds with careful, tedious handwork to bring them to specifications; then they must know how to handle the hot metal to achieve the desired results.

Molder 2nd Class Jerry Clark of the *Gompers* foundry sums it up: "It's hard, dirty and hot, but it's something that has to be done."



Molten bronze is poured from furnace.

Molders pour bronze into mold.

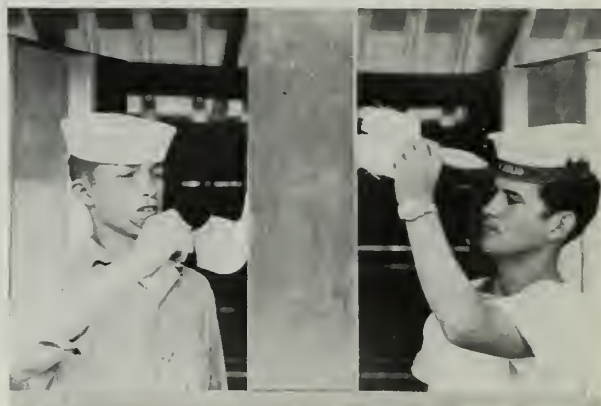


Induction furnace is readied for activation





U. S. Navy Signalman 3rd Class Allen Havik checks his Spanish language guide during UNITAS X during lull in communications. Below: A U. S. and Colombian destroyerman apply destroyerman's talent during a civic action project. Right: Members of UNITAS X get underway from San Juan, Puerto Rico. Far right: Colombian sailor sends message to USS Leahy.



# UNITAS

## Ten Years of Cooperation

**F**OR THE 10TH STRAIGHT YEAR, U. S. and South American navies cooperated in the recently completed UNITAS.

All of the participants engaged in learning and refining tactics of ocean control and antisubmarine warfare. And meanwhile, the United States gained goodwill with the people—sailors and civilians—of the Latin nations involved.

While the U. S. ships maneuvered with their South American counterparts off the coast, a Navy band toured the interior of various countries. And when the ships pulled into port, North and South Americans continued to combine their efforts in civic action projects, sports and recreation.

Last year's exercise, UNITAS X, began in July when four U. S. ships left San Juan to begin a 19,000-mile counterclockwise cruise around South America. Ships of eight South American countries joined them for various parts of the cruise, scheduled to end in December.

The U. S. ships are *uss Leahy* (DLG 16), *uss Sarsfield* (DD 837), *uss J. K. Taussig* (DF 1030) and *uss Grampus* (SS 523).

The combined task force was directed by Rear Admiral James A. Dare, Commander South Atlantic Force, U. S. Atlantic Fleet. Operational command of exercises was rotated among senior officers of the participating navies.

**A**LTOGETHER, some 50 ships, 70 aircraft and 15,000 men of the nine navies of North and South America took part in various UNITAS exercises. In some phases, 20 ships from four countries have operated together at the same time.

Typically, an American destroyer may have detected a submarine (*Grampus* or a sub from one of the other navies), reported to a Uruguayan captain, and then joined Brazilian and Argentine destroyers in tracking it down. Men speaking three languages were





involved; but the exercise went smoothly and efficiently.

Sometimes submarines joined the surface ships in hunting their own kind with simulated rocket, depth-charge and torpedo attacks.

In other training evolutions some of the UNITAS ships played the role of a merchant convoy while others protected them—by avoiding submarines if possible, or by keeping them at bay or attacking if they appeared.

Ocean control was another facet of ASW practice. The task force patrolled an ocean area so that friendly ships could pass but hostile vessels could not.

Convoy defense and ocean control often included antiaircraft warfare. UNITAS ships practice confrontations with airplanes, and had to "down" the attackers without help from friendly aircraft.

**F**OR SOME OF THE COUNTRIES, participation in UNITAS is the high point of their annual training schedules. U. S. know-how and their own practice combine to provide the best in-depth training in ASW and ocean control available.

And sometimes the training is put to use in unexpected ways. In 1962, when President Kennedy imposed a quarantine on communist Cuba against the importation of offensive weapons, some nations participating in UNITAS offered ships to help the U. S. blockaders in a demonstration of inter-American solidarity.

However, no treaties or alliances affect the operations. Each year's program is decided at a conference among the participating navies according to their own convenience. All friendly nations are free to participate or not, as it suits them.

**T**HE SOUTH AMERICAN COUNTRIES participating in UNITAS X last year were Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay and Venezuela.

Navies taking part had four stated objectives:

- To test the effectiveness of the elements, individually and together, in ASW and ocean control tactics;
- To exercise the multinational force to gain experience in joint operations;
- To plan for possible future situations that would require combined efforts, such as threats by forces from outside the Western Hemisphere;
- To generate goodwill and friendship between the participants.

That last objective is evidently present among the men of the navies involved. They gain respect for each other as they work together at sea—and then learn to like each other on liberty in the task force's ports of call.

The U. S. Navy show band exemplified inter-navy cooperation as it performed in official ceremonies and parades. But the greater part of the mission of the band was in its contact with the civilian people.

The band toured countries while the ships were at sea, performing in inland towns, many of which had never had contact with North Americans before. In town squares and bullrings, the troupe presented programs of local popular songs, show tunes, singing, dancing and comedy skits.

The music ambassadors made it a point of pride to play their host country's national anthem at each performance. (Usually the audience—often led by high government officials—sang along.)

**A**ND THE NAVYMEN from the ships did their part for good relations.

First they made friends by their good behavior ashore. Open house on board U. S. and other ships gave local people a look at the navies. The children, naturally, loved the ships—and their parents were impressed.

The North Americans formed sports teams to compete with citizens of their host countries. Predictably,

the basketball and baseball teams did well—and the soccer teams were overwhelmingly defeated. But they all added to the developing friendship between neighbors from north and south.

Project Handclasp helped too. Navy men distributed everything from candy to vitamins to school supplies for the benefit of children of the South American countries.

And Navy men with experience as carpenters, plumbers, or painters helped build or refurbish schools, clinics, and other badly needed service institutions.

## WHY IS UNITAS necessary?

All the nations of the Americas except two border on the sea. They all need to keep the sealanes free and to defend their coastlines.

The prime purpose of all navies was defined by a former South American naval minister: "The defense of maritime traffic is our greatest concern."

Maintaining a high standard of living requires any nation to import products it needs and to export those which are in demand elsewhere—which means free passage of merchant ships.

It is in all countries' interests for the sealanes to be kept open. The vast areas of sea and the long coastline

—12,000 miles—of the eight South American countries participating in UNITAS make combined defense essential.

Antisubmarine warfare training is part of this defense—but not only because submarines can threaten shipping. Equipped with missiles, modern submarines can also imperil cities from hundreds of miles at sea.

It is of common interest to the U. S. and its southern neighbors to defend this hemisphere against threats to shipping, which unites the hemisphere by trade, and against threats to the land and people.

The forces of the Americas must be coordinated and integrated to guarantee free trade and sovereignty throughout both continents. UNITAS helps to do so.

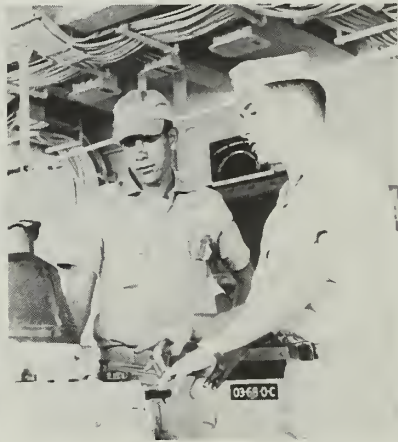
And beyond the military advantages, UNITAS also helps people of the two continents to get to know and like each other.

For ten years, it has been discouraging enemies—and at the same time winning friends.

UNITAS TOOK AMERICAN NAVY MEN to more than a dozen ports, from the swinging metropolis of Rio de Janeiro to the remote Galapagos Islands.

As an example of the friendly reception UNITAS men received the Galapagos are typical.

Very few people ever visit the islands, 500 to 700



Photos clockwise from above left: (1) A Galapagos seal is amused by U. S. Navy men in whaleboat during UNITAS X off coast of Ecuador. (2) ASW officer of the destroyer ARC Almirante Tano discusses UNITAS X operations with USS Leahy ASW officer. (3) USS J. K. Taussig is seen going through Panama Canal; smiling Colombian sailor is Federica Imi-tola. (4) USS Grampus surfaces during UNITAS X. (5) FTI Robert Selfridge, of USS Leahy, entertains two girls from Cartagena, Colombia, orphanage.





miles from the coast of South America and just north of the equator. Twice a month a ship brings supplies and a few tourists from Ecuador, and takes away the produce the islanders have to sell.

The islands came to worldwide notice only once—after a young naturalist named Charles Darwin landed there in 1835 and made studies of their wildlife which led him to consider the possibility of organic evolution.

So the arrival of four U. S. Navy ships, an Ecuadorian destroyer and a Chilean fleet oiler was an event of note. The men of the six ships far outnumbered the 800 inhabitants of San Cristobal Island.

Task force sailors went ashore and invited boatloads of people to come out to the anchorage and tour *Leahy*, the UNITAS flagship. The people returned the Navy men's hospitality.

The sailors enjoyed the island's seafood, the broad, clean beaches—and the friendly people.

They delivered donations of medical supplies from U. S. industry to an island hospital, held a party for all 300 children of the island, and presented two band performances—the first concerts the people of San Cristobal had ever had.

The penguins, seals, giant turtles, and iguanas of the Galapagos were memorable. But the men of UNITAS will remember the islands for their hospitable

people. And the people will long remember them.

**I**NTER-AMERICAN FRIENDSHIP means more than just military cooperation; it means people liking people. UNITAS is both.

RADM Dare put it this way in a letter to visitors aboard United States ships during UNITAS X exercises:

"It is with a great pride that we observe this anniversary. It has been a decade noted for substantial progress and cooperation between all the navies of the Americas. Our Navy has been proud to participate in the annual UNITAS exercises and looks forward to another decade of continued cooperation.

"During these operations which began in 1960, your navy has worked with ours and the other navies of South America for the perfection of technical and professional capabilities so necessary for protection of our vast coastlines and defense of maritime routes on the high seas.

"At the same time the great variety of social activities and goodwill which result from the port visits of UNITAS, offer us the opportunity to make new friends, to renew old acquaintances, and better understand the many bonds of friendship which unite our countries."

In a nutshell, that's what UNITAS is all about.

—JO2 Frank Silvey, USN



Photo above left: Ships maneuver in the Caribbean during UNITAS VII. Above: Venezuelan ships in foreground participating in UNITAS VI maneuver into position. USS Norfolk (DL 1) follows U. S. ship into harbor during UNITAS VIII exercises, at left. Below: U. S. and Ecuadorian sailors get acquainted.



## An Inside Look at

# THE NAVAL WAR COLLEGE

**N**AVY FLEET ADMIRAL Chester W. Nimitz once said that none of the naval battles fought against the Japanese in World War II were unforeseen because they had all been fought in theory with war games at the Naval War College at Newport.

He spoke from experience, for he was both the commander in chief of the U. S. Pacific naval forces during that war and was also one of the more distinguished graduates of the college.



Luce Hall, the main building of the U. S. Naval War College.  
Below: A portion of the Mohon Hall Library.



The Naval War College from which Admiral Nimitz graduated is, perhaps, the oldest institution of its kind in the world, and is still going strong. Established in 1884, with eight officers in its first class, the college began operations in an old house on Coasters Harbor Island in Newport, R. I.

Today, more than 350 senior officers, with representation from all services besides the Navy, attend a 10-month resident course doing graduate level work in several academic areas.

Navy captains and colonels of other services attend the School of Naval Warfare, doing work that will better qualify them to make high-level decisions. Lieutenant commanders and majors attend the School of Naval Command and Staff, tailored to help them perform as staff officers.

Senior naval officers from 30 foreign countries also attend a special Naval Command Course.

Until the end of World War II, courses at the college were oriented primarily toward naval strategy, tactics and doctrine. Now, such nonmilitary subjects as geopolitics, physical sciences, economics, management and industrial relations are equally stressed.

**W**HILE THE WAR COLLEGE is a military school, there are no by-the-numbers teaching methods used. Students are encouraged to foster original thought in any area they are studying; the use of reasoning powers is considered to be an important by-product of the student's year at Newport.

In addition to a heavy load of regular college work, many students also participate in a cooperative program with one of several universities to earn advanced degrees.

The majority of these officers elect to work toward a master of science degree in international affairs from George Washington University, which maintains a center with a small staff at the War College.

War gaming is still an important study method.

The early war games conducted at the turn of the century used small models moved about on a checker-board-like playing area.

With warfare becoming ever more complicated and ranging over vast areas of the world, this comparatively crude method became obsolete some years ago.



In 1959, the War College installed a multimillion-dollar Naval Electronics Warfare Simulator (NEWS) which allows wartime strategy to be simulated with war games.

Students are assigned to opposing sides and given a description of a realistic military situation. They develop plans, write an operational directive for the plans and then test out their work in a war game.

**A**N IMPORTANT ELEMENT of any battle is, of course, the exercise of command decision. The NEWS is set up so that spot decisions, such as those that might be required in actual combat, can be introduced into the game.

The games may be played to duplicate tactical situations covering small areas or a strategic action involving an area of several thousand square miles.

The NEWS is considered so effective in testing the validity of operational plans that the Chief of Naval Operations uses the facility each year to evaluate one of the major studies under consideration.

The highlight of the academic year is the five-day Global Strategy Discussions conducted in June.

A cross section of U. S. military and civilian executives, about 30 regular flag and general officers, plus the U. S. student body, attend the discussions.

The purpose of the discussions is to deepen the understanding of the participants with regard to the problems facing the United States in the formulation of policies affecting national objectives.

As time passes and the need for officers with higher education in the Navy increases, the Naval War College is expanding.

The present development plan calls for five new buildings which will be needed to accommodate a student body expected to total 700 by 1980.

In addition to the regular officers of the armed forces, there are also two women officers and a Navy chaplain attending the College. This is the first year that women have studied at the College, and the second that a chaplain has attended.

A small group of career civilians from the State, Commerce and other departments of government are also attending the College, and receive the same type of education as do the military officers.

—PHC William M. Powers.



During the Naval War College "Global Strategy Discussions," CNO ADM Maorer speaks before the 700 participants.

Discussing Army operations in Vietnam, Chief of Staff Gen. Westmoreland speaks to the students of the Naval Command Course.



Below: A staff officer at the War College does research in the Mohon Library.

Below left: Navymen hold war games on the Navy Electronic Warfare Simulator.





Film from an RF-8 is rushed to lab for processing.



Chief Richard Smith waits to move over the target area in order to complete mission.

# NATTU Photo

**I**N THE HANDS of a skilled photographer, the camera becomes an instrument of unparalleled value. It is a recorder of history, capturing moments no artist's brush could register. With good photographs the reconnaissance pilot will have flown a successful mission, cause of a flight deck accident can be determined, and the accomplishments of the day may be recorded.

The realization of the camera's importance to the Naval Service came in 1915 when W. L. Richardson took pictures of the various activities connected with the Flight School located in Pensacola.

The pictures proved to be so useful that a school to teach photographers was established in 1918 in Miami. The school later moved to Washington, D.C., then in 1923 moved to Pensacola where it is currently located. Today, the Naval Air Technical Training Unit, under the command of Captain John P. Cullen, turns out some of the best-trained photographers in the world.

Training begins in Photographer's Mate School, Class A. There, Sailors, Marines and Waves, for the most part inexperienced in the field of photography, receive 15.6 weeks of basic instruction, encompassing

aviation fundamentals, basic photography and specialized photography (which includes photojournalism, aerial and motion picture photography). Convening every four weeks, the classes consist of approximately 50 students with an average ratio of one instructor for every six students.

During the first eight weeks, instruction is given in photographic theory, training with various types of cameras and equipment, and indoctrination in laboratory procedures. The photojournalism phase of PH (A) School is a three-week block of instruction that introduces the student to the basic techniques of photojournalism and public information photography.

Aerial and motion picture phases, each eight days long, deal with fundamentals of aerial photographic reconnaissance and mapping, and with the techniques of motion picture photography.

**F**OR THE NAVYMAN or Marine, already experienced in naval photography, there is Photographer's Mate School, Class B, a 23.4-week course of advanced study. While in PH (B) School, the student learns about still, color, motion picture, public information, and aerial





Above: "A" School students use the Naval Schools of Photography building for a subject. Below: "Lights, camera, action," and a story unfolds.



Photo above: Experienced students in Photographer's Mate "B" School are instructed in color processing. Photo below: Small camera parts are repaired in Camera Repair "C" School.



Aerial reconnaissance photos provide vital data.

# School

photography. With only about 10 students in each class, much individual attention is provided the students in each of the phases of study.

Closely related to the aerial phase of PH (B) School is the 2.6-week Photographic Reconnaissance Officers Course. Selected Naval Aviators and Naval Flight Officers are trained to take aerial reconnaissance photographs, vital to military intelligence. The students are instructed with the use of mockups that involve actual planning, plotting, and flying of photo missions.

Also in connection with PH (B) School, NATTU offers a four-week block of instruction in Applied Sensitometry and Laboratory Techniques. The course, open to officer and enlisted personnel, teaches quality control of photographic processing and printing.

**N**ATTU also has three Class "C" Schools or Courses, which unlike the fundamentals taught in PH (A) School and the advanced techniques taught in PH (B) School, are highly specialized courses.

Motion Picture "C" School, an 11.6 week course, trains personnel from all branches of the service in techniques of operating motion picture equipment.

Through expert instructors, the student gains practical experience as director, cameraman, sound technician, electrician and actor, while photographing all types of motion picture coverage, both sound and silent. Combat cameramen, so vital to the Navy's mission in the Atlantic and Pacific, receive their training in the Motion Picture "C" School.

The two Camera Repair "C" Schools are: A 14-week Mechanical Equipment Repair Course (PIER) and a 12-week Photographic Electronics Systems Course (PIES). In mechanical equipment repair, the student is taught to repair shutters, aerial cameras, motion picture cameras, still picture cameras, and basic laboratory and specialized aerial processing equipment. In PIES Course the student is instructed in basic electronics, circuit theory, and vacuum tubes.

The courses at the naval schools of photography are indeed difficult. However, with the many skilled instructors and the finest training aids and equipment, NATTU turns out highly trained photographers fully capable of meeting the heavy demands awaiting them in the Fleet.

—JO3 E. M. Aaron, USN.

"The Mobile Riverine Force  
saved the Delta . . ."



# RVN Takes Over



U. S. crewmen remove their flag from a riverine craft during the ceremony in which the craft was turned over to the Republic of Vietnam.

**T**HE 11 HUGE, DARK GREEN mother ships and their brood of 180 river assault gunboats which churned the rivers and canals of the Mekong Delta became familiar sights to the area's inhabitants. They were the ships of the Army-Navy Mobile Riverine Force.

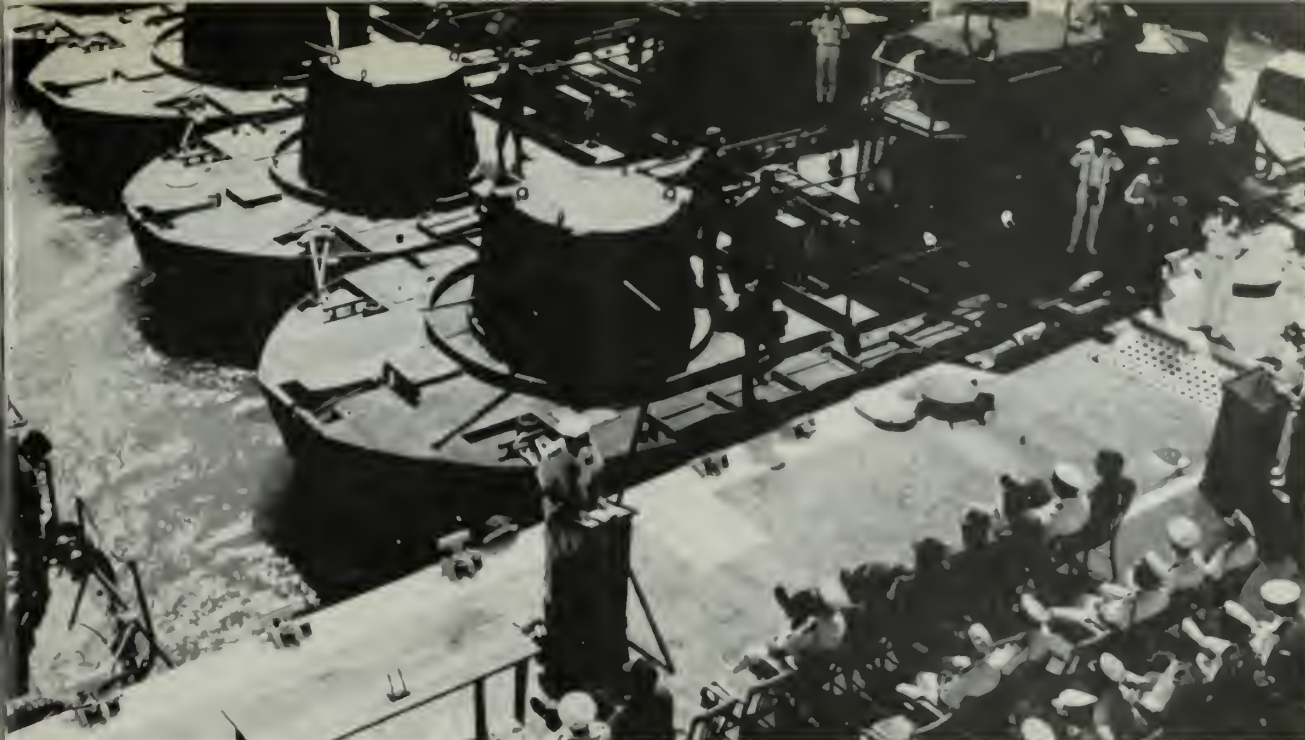
Now, only one of the ships remains—the barracks ship *uss Benewah* (APB 35) which served as the MRF flagship. Nestled nearby are a number of small craft representing the Navy's Riverine Strike Force while numerous others, since turned over to the Republic of Vietnam Navy, are scattered throughout the III and IV Corps Tactical Zones.

The MRF, as many U.S. soldiers and sailors remember it, no longer exists. It has been disbanded.

The staff of the MRF, part of 1200 Navymen included in the President's decision to redeploy 25,000 troops from the Republic, flew to the United States late in August. The First and Second Brigades of the 9th Infantry Division were also airlifted to the States and to other duty stations.

The RVN takeover of MRF hardware began in





U. S. gunboats are turned over to the Vietnamese Navy during ceremonies aboard MRF flagship USS Benewah.

# MRF

earnest in February when the first group of 25 assault craft was turned over to the Vietnamese Navy. This was followed in June by an additional turnover of 64 gunboats.

It was in 1967 when the ships and boats began carrying U.S. 9th Infantry Division and Republic of Vietnam soldiers to and from battles to engage enemy units and wrench them from their stronghold in the Delta.

During its 30 months in the Republic of Vietnam, the MRF set impressive records. In the aftermath of the 1968 Tet offensive, General Westmoreland, then CinC, Allied Forces, Vietnam, credited the MRF with having "saved the Delta." This year the joint force received the Presidential Unit Citation and the Navy Unit Commendation for its heroism and remarkable achievement during that campaign.

On typical operations, the Army troops were carried into combat aboard 56-foot armored troop carriers (ATCs), the mainstay of the force. Each could land a fully equipped platoon of infantrymen almost any-



Top right: Vietnamese crewmen man a River Assault Boat and an Armored Troop Carrier en route to Nha Be. Below, right: U. S. men salute as the Republic of Vietnam flag is raised on their riverine craft.

## STEPS TOWARD VIETNAMIZATION

### Barracks Ships Are Back

Painted olive drab instead of the traditional battleship gray, two ships stood out among the numerous Seventh Fleet ships in port at the U. S. Naval Base, Subic Bay, Republic of the Philippines.

The self-propelled barracks ships *uss Nueces* (APB 40) and *Mercer* (APB 39) had completed the first leg of their journey back to the United States for decommissioning.

These two ships, which supported the Army-Navy Mobile Riverine Force in the Mekong Delta, were named among the ships to be decommissioned in connection with the recent budget cut of the Defense Department.

The Mobile Riverine Force was one of the units included in the announcement that 25,000 troops would be redeployed from Vietnam by the end of August.



Republic of Vietnam Navy boats move out after taking over the river assault craft from the U. S. Navy.

where in the Delta and assist accompanying monitors and assault patrol boats (APBs) in providing gunfire support for the ground troops.

The large ships were divided into two groups, which gave the gunboats and their infantrymen extended staying power in areas where continuing operations would have been otherwise impossible.

The mobile riverine bases not only carried supplies and ammunition for their small craft, but provided air-conditioned berthing and messing, as well as laundry and health services for the soldier and sailor.

In addition to carrying their own weapons, these support craft were equipped with helicopter landing pads which permitted command and control, medevac and gunship helos to land, refuel and rearm when necessary.

When the MRF first moved into the Delta, Army and Navy commanders studied the riverine operations of the American Civil War. In the future, if riverine forces are again needed, perhaps the history of the Mobile Riverine Force operations in the Mekong Delta will provide the textbook for a new generation of military leaders.



Five mother ships and their broads of gunboats anchor in the My Tho River waiting for nightfall.

### Modernizing the RVN Navy

Since 1 Jan 1968 (through 31 Jul 1969) the following ships, boats and craft have been turned over to the Vietnamese Navy as part of the U.S. effort to improve and modernize the RVN sea service:

- 1 LST
- 3 82-foot Coast Guard cutters
- 109 River Assault Craft
- 33 Fast Patrol Craft (*Swifts*)
- 80 River Patrol Boats
- 4 100-foot utility boats
- 1 floating workshop barge

These figures constitute about 26 per cent of the planned modernization program for the Vietnamese Navy.

U. S. and Vietnamese crewmen stand in formation during the ceremony in which riverine craft were turned over to the Republic of Vietnam.





**E**IGHTY U. S. NAVY river patrol boats (PBRs) were transferred to the Republic of Vietnam Navy last October. It was the largest single turnover of naval material thus far, bringing to 242 the number of U. S. Navy craft transferred since June 1968, approximating 40 per cent of the original force of some 550 U. S. Navy craft in-country.

The 80 PBRs were equally divided into four River Patrol Groups (RPGs) which are part of Task Force 212. This task force, commissioned at the time of the turnover, is the Vietnamese Navy equivalent to the USN River Patrol Force (CTF 116) which has the mission of conducting patrols, visits, searches and inshore surveillance on the rivers and waterways of the Delta and in other waterways of the Republic of Vietnam designated by COMNAVFORV.

The PBRs are operating in generally the same areas, using the same tactics, formerly assigned to U. S. Navy craft.

Most of the Vietnamese Navy sailors manning the PBRs received a 12-week course of instruction at the U. S. Navy Small Boat School in Saigon. There they were taught elements of gunnery, engines, first aid, marlinespike seamanship, map and chart reading, tac-

tics and boat-oriented items. They also received a short course in basic conversational English.

After this basic training, each Vietnamese sailor reported aboard a PBR in the field as a relief for a U. S. Navyman and subsequently received more training under actual combat conditions.

By next summer, many of the remaining craft in-country will have been transferred to the Vietnamese Navy under the program called Accelerated Turnover to the Vietnamese (ACTOV). Each turnover results in the release of U. S. Navy men for other assignments in Vietnam and in some instances early rotation, especially for personnel nearing completion of their tours.

Since June 1968, the U. S. Navy has turned over to the Vietnamese Navy the following classes of boats, craft and ships: armored troop carriers (ATC), assault support patrol boats (ASPB), monitors (MON), command and communications boats (CCB), river patrol boats (PBR), *Swift* boats (PCF), minesweepers (MSM), fuel carriers (REF), Coast Guard patrol boats (WPB), mechanized landing craft (LCM-8), tugboats (YTL), tank landing ship (LST), utility landing craft (LCU) and oilers (YOG).

The Navy has plans to turn over additional craft.

## Concrete Junk? Why Not?

The idea of making boats out of concrete isn't as farfetched as you might imagine. In fact, the idea is said to go back some time to the mid-19th century in Europe and ever since has grown in popularity around the world.

The idea has even reached Vietnam where the Republic's Navy recently introduced its 1970 model—a 60-foot patrol craft in the form of a *Yabuta* junk.

It took only three months to construct the new junk, stronger in comparison to the standard Sau wood type junk, and cost only one-third as much—\$17,000 as opposed to about \$51,000. What is more, the builders claim their concrete craft is designed for easier handling, will produce less engine vibration and, if damaged, will be less of a problem to repair.

Furthermore, its life expectancy is greater than junks made of Sau wood which is subject to warping, rotting and insect deterioration, elements that do not affect the concrete craft, they say.

Construction was relatively simple.

Vietnamese shipfitters first poured a mixture of portland cement,

pozzolan (a substance of siliceous (quartz) and aluminum particles), sand, and water through a mesh of interwoven chicken-wire anchored to a water-pipe framework. The cement was then smoothed over the inside and outside of the hull and damp cured for three weeks. Afterward, the hull was finished with two coats of epoxy resin, the

interior was outfitted, and the entire craft painted complete with facial feature in preparation for its launching ceremony.

Now, in addition to the junk, a ferro-cement *Swift* boat (PCF) is being constructed in the Saigon shipyard, but there appears to be no truth in the rumor that plans for a submarine. . . .

**SEEING IS BELIEVING**  
—Concrete junks being built by the Republic of Vietnam's navy are cheaper and stronger than the standard Sau wood type.



# Newport The

**T**HE IMAGE of the LST has remained much the same over the years. That is until *uss Newport* (LST 1179) slid down the ways.

Product of a revolutionary idea in tank landing ships, she looks anything but an *LST*. She's longer by nearly 200 feet, wider by about 10 feet, and displaces 500 more square feet than any of her predecessors. However, the most conspicuous innovations are her clipper bow and unique 112-foot, over-the-bow ramp.

The elongated bow enables her to slice through seas at about 20 knots, or speeds relative to those of troop transports and task force command ships. Earlier "Ts" were restricted to little more than eight to 14 knots speed, (depending on type of LST) mainly because of their blunt bows.

The newly designed ramp, constructed of 35 tons of aluminum, replaces the gate-type bow doors familiar to LST sailors since the North Africa landings in 1942.

It was then that the Landing Ship, Tank, actually came into being, brought about by a wartime logistics problem: French harbors were in the hands of the

**UPHILL CLIMB**—Truck tests traction of bow ramp of new LST. Below: Tank landing ship *USS Newport* (LST 1179) lies at anchor off coast of Virginia. Rt: Landing craft emerges from stern during evolution tests on underway launching.



**ALL HANDS**



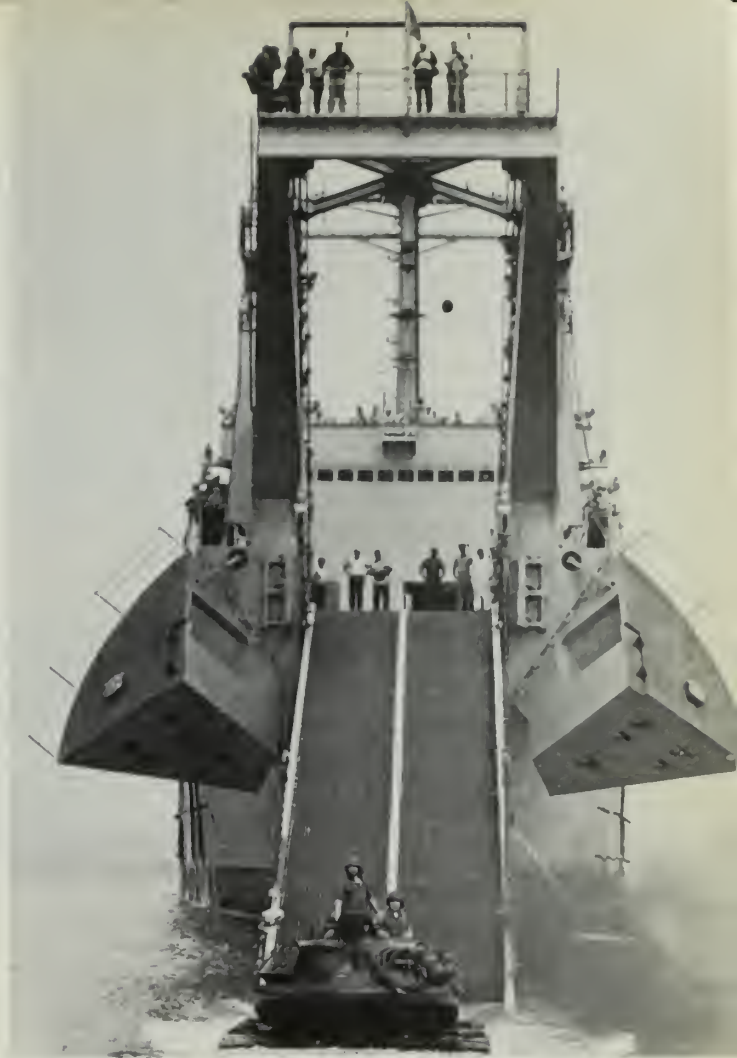
# Sports New Look

Axis. Therefore, a ship was needed to land tanks, vehicles and troops on coastal beaches, not just in France, but wherever the Germans happened to have control.

**C**REDIT FOR solving the problem initially goes to the British. They came up with the idea of converting shallow draft shoal tankers, of the type then in use on Lake Maracaibo, Venezuela, into the tank delivery business. These "Maracaibos" (six altogether) ranged in length from 365 to 385 feet with beams of about 60 feet. They could carry either 22 25-ton tanks or 40 five-ton vehicles, trucks and the like, and still draw a reasonably shallow draft.

Baptism of the LST into combat came in November 1942 when HMS *Miossa* and *Tasajera* (Britain named her first LSTs) worked their way ashore during the Arzeu landings in Algeria. Their performance was recorded as "highly satisfactory," thus leading the way for almost 1000 U. S.-built LSTs that saw service during World War II.

During and after the war, LSTs performed vari-



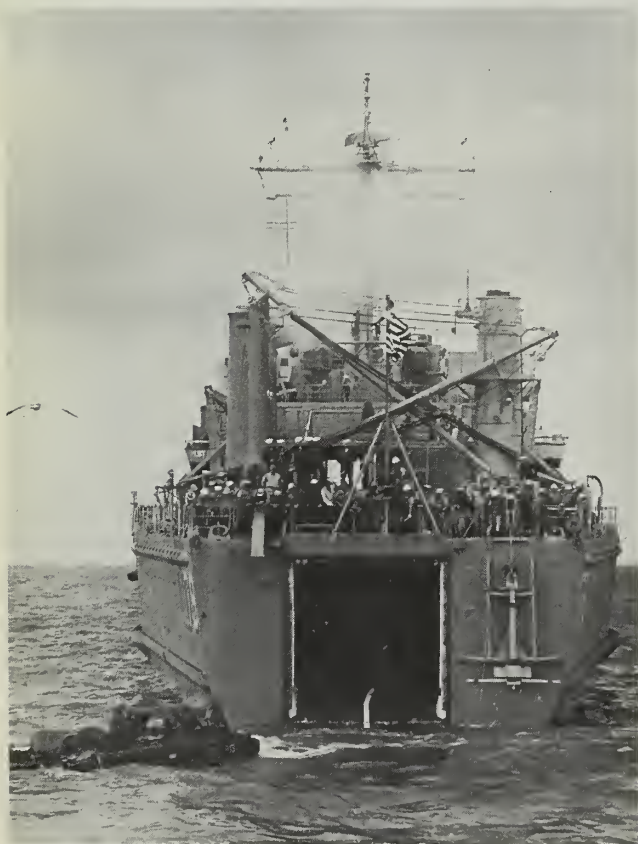
**OVER THE BOW**—Tank leaves the bow ramp of USS *Newport* during amphibious operations. *Newport* waits with lowered bow ramp as a tank leaves the beach and heads for home.





**TEST RUN**—USS Newport prepares to make marriage with a causeway assisted by members of Beachmaster Unit Two.

**STERN LOOK**—An amphibious landing craft prepares to enter well deck of the new style LST.



ously, some as casualty evacuation ships (LST(H)s), some as repair ships or motor torpedo boat tenders, others as service and storage craft, and many other peacetime functions.

When a ship-to-shore invasion was called for to halt communist aggression in Korea, once again the LST led the way as a frontline combat ship, landing troops and equipment at Inchon, Wonsan and other Korean waterways.

**A** DECADE LATER, the U. S. became involved in the Vietnam hostilities and the LST assumed a role as mothership to rivercraft and gunship helicopters, operating as part of the joint Army-Navy Riverine Force. It has played and is playing a major role in supplying Marine and Army personnel because of the lack or inadequacy of Vietnamese ports. The LST has been the only ship capable of entering many of the ports, because of shallow draft and beaching capability, to deliver much needed ammunition and other logistical items.

As of this writing, *Newport* was operating out of her home port at Little Creek. This past summer, her crew of 10 officers and 160 enlisted men moved from Philadelphia where they helped to complete her construction in the Naval Shipyard in time to haul up her commissioning pennant on 7 June.

It was the first such ceremony scheduled for 20 new-image LSTs planned for delivery to the Fleet's amphibious forces within the next few years.



## By and For Warrant Officers

*"In your article on warrant officer pay in the September 1969 issue, ALL HANDS said:*

*"Based on the 1 Jul 1969 pay scale, an individual can expect to receive approximately \$38,000 more income from the time of his appointment as a WO1 until retirement as a CWO4 with 30 years of service, than he would if he were to remain in the enlisted ranks and advance to E-9 in due course."*

*"I haven't been able to determine your criteria for this statement. Using my own career as an example, I've figured that the difference in pay between WOs and senior enlisted men is closer to \$13,000 — and the gap closes to a mere \$1200 when lost pro pay is figured in."*

*"It is obvious that the ALL HANDS figure of \$38,000 is a bit inflated and misleading, at least in my case. Furthermore, the figures readily explain why there is a reluctance for senior personnel to enter the WO program."*

*So writes a Chief Warrant Officer (W-2) concerning the ALL HANDS recent roundup on WOs. Here's our reply, authenticated by our BuPers expert.*

**Y**OUR FIGURES aren't far off, considering the limited premises you used. But we believe ours gave a better picture of the benefits a chief can expect when he goes warrant.

ALL HANDS' example was based on the careers of two hypothetical E-7s, each with 10 years' service. One remains in the enlisted ranks, advancing to SCPO at 17 years and MCPO at 20. The other goes warrant at 10 and makes CWO2 at 12, CWO3 at 16 and CWO4 at 20. Both men complete 30 years of service, drawing normal pays and allowances, each has a wife and two children.

According to our source in the Policy Division of BuPers, these rates of advancement are close to the average for each career path.

However, your example made enlisted advancement faster, and warrant promotion slower, than the average. (The CWO's letter included a year-by-year computation of pay earned by an enlisted man and a warrant officer, which we won't print for space reasons. Our references to his example are taken from this table.)

You started with two E-7s — but the second man didn't enter the WO program until the 13-year mark, and then advanced to CWO2 at 15 years, CWO3 at 20 and CWO4 at 24. The chief who remained in the enlisted path, on the other hand, advanced rather quickly: to SCPO at the 15-year point and to MCPO a short two years later.

The difference between the advancement rates in the two examples — along with our WO's three-year head start on yours — caused some of the disparity between our career totals.

Additionally, your example left out a couple of

important items — allowances and tax advantages. You figured only basic pay. We included subsistence and quarters allowances, and the tax advantages that come to a Navyman because these allowances are nontaxable.

Unless rations in kind are not available at all, an enlisted man's Basic Allowance for Subsistence is less than an officer's; and the Basic Allowance for Quarters for the two top warrant grades is higher than the BAQ for any enlisted man.

And, since an officer receives more in these allowances, he receives an added bonus in higher tax advantages. It all adds up. To \$38,638 more pay in a 30-year career, to be exact.

We didn't include pro pay because it applies to relatively few Navy men, and we were trying to depict the average situation. The man in your example, who is eligible for \$75 pro pay a month, would certainly consider his career decision carefully.

If there's a moral to be drawn from the difference between your figures and ours, it is that a Navyman should decide on his career early — and then work hard at it. The warrant officer in our example started earlier and advanced faster than the one in yours, and therefore he made more money.

*Lest we forget the real point of choosing a career path, note the attitude of the following writer.*

*"I read your article on warrant officer pay with great interest. I was very pleased with it except where you called the situation of the E-9 over 14 who goes warrant a 'total disaster.' I disagree.*

*"I went warrant about 14 months ago with more than 20 years in — and I still don't regret it, even though I've lost \$105 sub pay, \$42 difference between CWO2 and MCPO pay, and about \$30 mess bill a month — about \$2100 a year.*

*"Of course, some people only stay in the Navy for early retirement and because they aren't able to make it on the outside.*

*"I happen to love it.*

*"My only problem is the fact that I'm really going to miss it when I retire.*

*"Since making warrant I've had two really good billets: MPA of USS San Pablo (AGS 30) and engineering officer of USS Cohoes (ANL 78). Both billets were 'cut-and-dried,' no E-8 or E-9 can say this.*

*"My rotation is three years at sea for two ashore. As an MMCM I would have six years at sea for two ashore — another reason for my going warrant.*

*"I've received other benefits: the prestige of being a naval officer, and the experience of working in other fields (such as JOOD) on the ship.*

*"All this adds up to almost a new career. I'm a very satisfied warrant."*

*There's not much that can be added, or is needed, to the comments of the Chief Warrant Officer.*



Family services center personnel are shown on these two pages giving advice, counsel and general help to new arrivals in their respective Navy communities.

# Family

**A** LITTLE MORE THAN THREE years ago, the Bureau of Naval Personnel opened 15 Family Services Centers at various locations to serve the Fleet.

So successful were they in providing information and aid related to relocating Navy families that the Bureau has since expanded the program. Today, 50 FSCs have been established on bases in the United States and overseas. Others are being planned.

Family Service Centers here and abroad are fashioned after a standard format. They provide essentially the same general services, furnishing any number of solutions to problems or answers to questions regarding nearly any subject.

Therefore, the Family Services Center would be the most logical place to visit after receiving notice of your next assignment.

At NAS Corpus Christi, Tex., for example, in a one-month period, more than 160 Navymen enroute to new duty visited the Center there to obtain information on other activities.

Like all Navy-operated FSCs, Corpus Christi's maintains a library of Welcome Aboard kits which describe more than 250 Navy and Marine Corps stations and bases located worldwide. Some Centers have similar information on Army and Air Force activities. Each activity kit contains brochures, maps and other information about the command and its surroundings. This usually includes information on housing, commissary and exchange service, schools, recreation facilities and civic activities (for a more



# Services Center

complete account of what may be included in a Welcome Aboard kit, see page 31, this issue).

**T**HE DATA on housing usually consists of how to obtain information on base housing in advance of your arrival at a new duty station, or how to be placed on a waiting list. Temporary lodgings and guest-houses, motels and hotels with special rates, and mobile home parks are among other housing referrals contained in the kit.

Many of the Family Services Centers have a check-out system similar to that of a library. That is, you can check out a command Welcome Aboard kit, take it home and take your time to read the material thoroughly.

Meanwhile, you may send a request for a personal Welcome Aboard kit from your new command, either by letter, postcard or through use of a government-prepared and postage free paid request card available at any Family Services Center or, where no FSC exists, at your personnel office. Ask for an Activity Information Card (NavPers 1740/2 (Rev. 5-69)). Activities may obtain them through official supply channels, citing Stock Number 0106-095-4021.

It is better to submit a request directly to your new commanding officer for a Welcome Aboard kit. Don't assume that one will be forwarded to you automatically, except when you have been ordered overseas. In such cases, welcome aboard information is generally furnished at the same time you receive your entry

authorization into the overseas area.

In any event, requests for activity kits should not be submitted to the Bureau of Naval Personnel since the Bureau serves only as a clearing house and point for central coordination and does not maintain welcome aboard kits on the grand scale.

**D**EPENDENTS of Navymen assigned unaccompanied tours overseas will find FSC housing referral service especially helpful. Each Center maintains an up-to-date list of military public housing located in the United States that may be occupied by the man's family during his absence. The list is contained in NavFac Notice 11101.

To provide you with information on where you are going and, perhaps, how best to get there touches only the surface of the FSC service. The in-depth service stems from personal visits to the Centers.

Here, again, NAS Corpus Christi is singled out as an example. More than 300 persons visited the center during one month to receive either brochures or information on local activities. Among this number were 103 individuals who received hospitality kits to aid them in getting settled into their new surroundings.

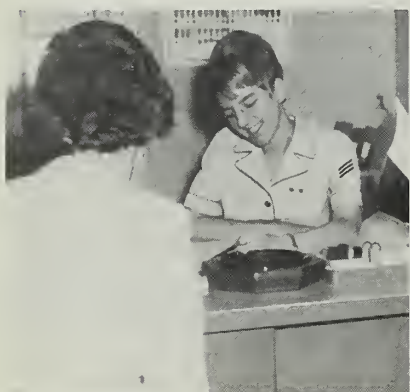
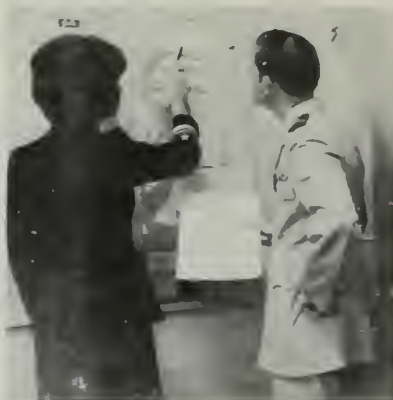
These kits usually consist of bedding — sometimes beds and cots are available — linens, kitchen equipment, dining items, ironing equipment and baby furniture. They are provided to you on a loan basis, saving considerable wear and tear on your bank balance, particularly if your express shipment is late in arriving.





FSC personnel have correct answers to a variety of questions about your new home. Below right, dependents get ID cards.

New arrival gets directions from FSC officer.



Family services assistant discusses available services with new arrival.



Hospitality items are selected for new arrivals, above.

Many Centers have a policy whereby hospitality kit items may be checked out if available in the event you should have a limited need for additional kitchenware, linens or bedding, or a baby crib to get you through a family reunion, for instance.

**N**EW ARRIVALS at the Great Lakes complex are in for a pleasant treat. At the time they are greeted in their new home by a hostess from the area's Family Services Center, they are given a Welcome Wagon basket containing introductory gifts from merchants in the North Chicago and Waukegan, Ill., area.

Some FSCs are operated by regular salaried staffs. However, many Centers are staffed by and owe their success to volunteer Navy and Marine Corps wives. Where commands seek volunteer help, Navy wives



Nicknamed "survival kit", these items supplied by FSC will help the new arrivals start housekeeping.

Below, hospitality kit headquarters. Below right, well-stocked shelves provide wide variety of items for hospitality kits.



An efficient Family Services Center is a big help to incoming Navymen and their dependents.



and dependents are encouraged to participate. Who knows better the problems of a Navy wife than a Navy wife who knows how to solve them?

The Family Services Centers are not meant for use only by newcomers. In fact, once you have become acquainted with the FSC serving your specific command, you'll no doubt use its reference guides several times during your tour ashore.

One of the major objectives of the Family Services program is to provide current information to dependents. Periodically, the Centers conduct orientation courses for wives. These lectures help explain the rights and benefits of which Navy dependents should be aware.

Topics may include survivors' benefits, emergency aid, educational opportunities. A medical officer, for

example, might speak on CHAMPUS, a medical assistance program provided to dependents. Or, a chaplain might discuss various children's activities in the area. On the other hand, a legal officer's talk on preparing legal documents, such as wills, may be another example of the type information that is made available to the Navy wife through orientation courses.

**I**N THE THREE YEARS that the Centers have been operating, they have proven to be reliable sources for obtaining information and extra services. The extra services available at any given Center, however, depend primarily on the enthusiasm and support between the local command and the Navy family. Cooperation on the part of both leads to success, and a more pleasing Navy life. —JOC Mark Whetstone



# Family Services Center Directory

*Here's a directory of installations which have established Family Services Centers, complete with telephone and building numbers, and hours of operations. Note that the letters AC indicate Area Code, and AV stands for Autovon.*

NAS Alameda, Calif. 94501  
AC 415-869-2065/AV 686-2065  
Bldg 137/0800-1630 Mon-Fri.

NAS Albany, Ga. 31703  
AC 912-432-4583/AV 860-4583 or 860-4581  
Bldg 7001/0800-1630 Mon-Fri.

NTC Bainbridge, Md. 21905  
AC 301-378-2121 Ext 400/AV 578-3450  
Bldg 710/0800-1630 Mon-Fri. Eves. by appt.

NAS Barber's Point (Hawaii), FPO San Francisco, Calif. 96611  
AC 808-66166  
Bldg 1/0730-1600 Mon-Fri.

NavSta, 495 Summer St., Boston, Mass. 02210  
AC 617-L12-5100 Ext 289/AV 7451-289  
Fargo Bldg/0800-1630 Mon-Fri.

NavSta, 136 Flushing Ave., Brooklyn, N. Y. 11251  
AC 212-625-4500 Ext 537/AV 552-1104  
Station Bldg/0800-1630 Mon-Fri.

NAS Brunswick, Maine 04011  
AC 207-921-2231/AV 476-2231  
Bldg 585/0800-1200 and 1300-1630 Mon-Fri.

NAS Cecil Field, Fla. 32215  
AC 904-771-3211 Ext 8155 and 340/AV 434-1730  
Bldg 24/0730-1600 Mon-Fri.

NavSta (NavBase) Charleston, S. C. 29408  
AC 803-743-5425/AV 466-5425  
Bldg 180/0800-1630 Mon-Fri.

NAS Chase Field, Beeville, Tex. 78102  
AC 713-FL8-1120 Ext 251/AV 733-1750  
Bldg 1037/0800-1630 Mon-Fri.

NavWeapSta Concord, Calif. 94520  
AC 415-671-2753 Ext 2297/AV 730-1550  
Ext 2297  
Bldg E-98/0800-1645 Mon-Fri.

NAS Carpus Christi, Tex. 78419  
AC 512—WE7-2811 Ext 2134 and 2135/AV 861-2134  
Bldg 142/0730-1600 Mon-Fri.

NAS Cubi Point (R. P.), FPO San Francisco, Calif. 96654  
S5-3961 Ext 3713  
Rec Bldg/0800-1700 Mon-Fri and 0800-1300 Sat.

NavConstBattCtr Davisville, R. I. 02854  
AC 401-294-3311 Ext 646 and 565/AV 881-3370  
Bldg 108/0730-1600 Mon-Fri.

NAS Glynco, Ga. 31520  
AC 912-265-6610 Ext 670 and 661/AV 434-3721  
Bldg 14/0800-1630 Mon-Fri.

AdminCom, NTC Great Lakes, Ill. 60088  
AC 312-688-2181 and 3327/AV 551-1500  
Bldg 43/0745-1615 Mon-Fri.

NavConstBattCtr Code 350, Gulfport, Miss. 39501  
AC 601-864-6220 Ext 481 and 482/AV 899-1630  
Bldg 54/0700-1530 Mon-Fri.

NAS Jacksonville, Fla. 32212  
AC 904-772-2845/AV 942-2845  
Bldg 955/0800-1630 Mon-Fri.

NavSta Key West, Fla. 33040  
AC 305-296-3511 Ext 207 and 530/AV 899-3400  
Bldg 135/0800-1630 Mon-Fri.

NAS Lakehurst, N. J. 08733  
AC 201-323-2570 Ext 2570 and 2680/AV 624-2570  
Bldg 4/0800-1700 Mon-Fri and 0900-1200 Sat.

NAS Lemaore, Calif. 93245  
AC 209-998-3039 and 3225/AV 949-3039 and 3225  
Bldg 944/0800-1630 Mon-Fri.

NavPhibBase Little Creek, Norfolk, Va. 23521  
AC 703-464-1091 Ext 7537 or 464-7459/AV 236-464-7459  
Bldg 3151/24 hrs 7 days a week

NavSta Lang Beach, Calif. 90801  
AC 213-547-6805/AV 360-6805  
Bldg 44/0730-1600 Mon-Fri.

NAS Las Alamitos, Calif. 90721  
AC 213-431-1331 Ext 481/AV 898-3470  
Bldg 3/0800-1630 Wed-Sun.

NavSta Mayport, Fla. 32228  
AC 904-246-5344 and 246-5570/AV 677-5344  
Bldg 210/0800-1530 Mon-Fri.

NAS Memphis, Millington, Tenn. 38054  
AC 901-872-1711 Ext 467 and 468/AV  
882-1480  
Bldg North 24/0800-1630 Man-Fri.

NAS Miramar, Calif. 92145  
AC 714-271-3614/AV 959-3614  
Bldg 254/0730-1600 Man-Fri.

NAS Moffett Field, Calif. 94035  
AC 415-966-5334/AV 838-5334  
Bldg 25/0800-1630 Man-Fri.

U. S. NavSupAct (Naples), FPO New York,  
N. Y. 09521  
302047 Ext. 553  
Agnano Admin Bldg Rm. G-22/0800-1630  
Man-Fri.

NavSubBase, New London, Box 38 Graton,  
Conn. 06340  
AC 203-449-3874/AV 746-3874  
Bldg 137/0800-1630 Mon-Fri.

NavSta (NavBase) Newport, R. I. 02840  
AC 401-841-4285/AV 948-4285  
Bldg 85/0800-1630 Man-Fri.

NavSta, 8903 Hampton Blvd., Norktalk, Va.  
23505  
AC 703-444-3182 Ext 2479/AV 244-2479  
Bldg CEP-26/0745-1615 Mon-Fri.

NAS North Island, San Diego, Calif. 92135  
AC 714-437-6693 Ext 5940/AV 951-5940  
Bldg 650/0800-1630 Mon-Fri.

NAS Oceana, Virginia Beach, Va. 23460  
AC 703-428-2222 Ext 925/AV 555-1650  
Bldg 420/0730-1600 Man-Fri.

NTC Orlando, Fla. 32813  
AC 305-841-5611 Ext 2163 and 2203/AV  
431-3470  
Bldg 2046/0745-1615 Man-Fri.

NAS Patuxent River, Md. 20670  
AC 301-863-3260/AV 961-3260  
Bldg 409/0800-1630 Man-Fri.

NavSta (Pearl Harbor) Box 9, FPO San  
Francisco, Calif. 96610  
AC 808-432-8240 and 432-6193  
Bldg 93/0800-1600 Man-Fri.

NAS Pensacola, Fla. 32508  
AC 904-452-2311/AV 899-3350  
Bldg 635/0730-1600 Man-Fri.

NavSta Philadelphia, Pa. 19112  
AC 215-755-4125 and 3095/AV 243-3050  
Bldg 500/0800-1600 Mon-Fri.

NAS (Code 660-1) Point Mugu, Calif. 93041  
AC 805-982-7898/AV 898-1750 Ext 7898  
Bldg 1/0800-1630 Mon-Fri.

NavConstBattCtr Port Hueneme, Calif.  
93041  
AC 805-982-4451 and 4885/AV 898-3300  
Bldg 90/0800-1630 Mon-Fri.

Naval Hospital, Portsmouth, Va. 23708  
AC 703-397-6581 Ext 607  
Bldg 206/0800-1630 Mon-Fri (telephone  
service anytime).

NAS Quonset Point, R. I. 02819  
AC 401-267-3647/AV 795-3647  
Bldg 523/0800-1630 Mon-Fri.

U. S. NavSta (Rota, Spain), FPO New York,  
N. Y. 09540

NavSta, Box 105, San Diego, Calif. 92136  
AC 714-235-1358 and 1359/AV 958-1358  
Bldg 225/0800-1630 Man-Fri.

NavSta, Treasure Island, San Francisco,  
Calif. 94130  
AC 415-765-5130/AV 869-5130  
Bldg 217/0745-1615 Man-Fri.

NavSta Washington, D. C. 20390  
AC 202-0X3-2028 and 2029/AV 22-32028  
Bldg 150/0800-1630 Man-Fri.

NAS Whidbey Island, Oak Harbor, Wash.  
98277  
AC 206-257-4350/AV 368-4350 and 2388  
Bldg 10 Main Gate Seaplane Base/0800-  
1630 Man-Fri.

NAS Whiting Field, Milton, Fla. 32570  
AC 904-623-3643 Ext 538/AV 899-1850  
Bldg 1415/0730-1600 Man-Fri.

U. S. FltAct Cade 520 (Yokosuka, Japan),  
FPO Seattle, Wash. 98762  
234-7394 thru 7398 or 7688 or 7392  
Bldg J-200/0800-1200 and 1300-1630  
Man-Fri.

All correspondence regarding Family Ser-  
vices Programs which should be brought to  
the attention of BuPers may be addressed  
to: Bureau of Naval Personnel (Pers-G2d),  
Navy Department, Washington, D. C. 20-  
370; phone: AC 202-0X4-2672/AV 22-  
42672. The FSC office is located in the  
Navy Annex, Room 2811, and is open 0800-  
1630 Man-Fri. Personnel visiting the Wash-  
ington, D. C., area are invited to include  
the BuPers FSC office in their visit.

# How to Check Up on Your Next



Seaman Mary Stillson reviews pamphlet  
at Family Services Center.

**W**HEN IT COMES TIME for reassignment, the Navy wife wants to know right away: What will her new home look like? Will one be available on or off station? Are schools nearby? Do the kids need shots? Is the family pet welcome?

Answers for most of these questions can be found in the living conditions pamphlet prepared by the command to which you have been ordered. If time allows, write to your new CO and request one.

Some command pamphlets are elaborate publications. Others are simply mimeographed information sheets or, best of all, personal letters from sponsors. Whatever, the well thought-out pamphlet or letter generally provides plenty of need-to-know and nice-to-know notes on everything from housing availability to baby-sitting service.

**F**OR A PANORAMIC PICTURE of what living conditions brochures contain, ALL HANDS leafed through many of the welcome aboard folders and booklets on file in the Bureau's Personal Affairs Division. Some describe shore stations; some, sea commands; others, overseas bases.

We learned from the San Diego Naval Station pamphlet, for instance, that all Navy housing in that area reportedly consists of "adequate" public quarters, that occupants are assigned on a first-come, first-served basis, and that they forfeit their basic allowance for quarters as payment for rent.

Many pamphlets have housing application forms attached. But the Postgraduate School in Monterey, Calif., does it differently. Instead of inserting a public quarters application in its welcome-aboard kit, the school has a full-page reproduction of the application printed in its living conditions brochure. Little chance of the form getting lost.

Hundreds of Navy families today are mobile homeowners. Therefore, several brochures include the names of mobile home parks, park addresses and telephone numbers.

Your family may choose to live off base and rent either an apartment or house. If so, you should be familiar with certain tenant rules which apply to most civilian housing. To make this familiarization easier for the newcomer at NAS Oceana, Va., the station provides a DOD brochure titled *The Military Tenant*. It covers such topics as security deposits, signing the lease, the military clause (a legal means through which you may be released from your lease because of an early transfer or discharge from service), responsibilities of the occupant of rented property, and giving notice to the landlord before vacating the premises.



# Duty Station

**T**HE MORE YOUR FAMILY knows about your new home and the town or city surrounding it, the easier it will be to adjust to the new location. For this reason, many welcome-aboard packages, such as the one prepared by Naval Station, Long Beach, Calif., contain Chamber of Commerce handouts, visitors' guides and city maps. NAS Point Mugu provides a list of civic, social and fraternal organizations with addresses in the Oxnard vicinity.

To help you during those first hectic days after arrival, several brochures include information about the station nursery or child-care center, motels and other temporary accommodations in the area, and hospitality kits. NAS Memphis, Tenn., for example, advises that hospitality kits consisting of dishes, cooking utensils, irons, ironing boards, cribs and bed linens are loaned for up to 15 days. This time may be extended if your own things have not yet arrived.

Another primary get-acquainted tool used by many commands is the station or ship newspaper. Many feature classified sections which list housing rentals and other notices of particular interest to newcomers.

Maps and visitor information pamphlets are items that Whidbey Island Naval Air Station inserts in its welcome to Washington kit. Among this collection is material on our neighbor to the north, providing road maps of British Columbia, Canadian campgrounds, information concerning hunting and fishing, and border crossing data.

States vary with regard to automobile licensing and registration and rules of the road, so NAS Albany, Ga., includes in its greeting folder a State of Georgia driver's manual to help familiarize you with the Peach State's laws on the highway. Down in the Lone Star State, meanwhile, NAS Corpus Christi includes the station's auto regulations which inform you of certain requirements that must be met by individuals before they can obtain either a temporary or permanent decal, such as the fact that your automobile must carry a Texas inspection sticker if the car is registered in another state that requires safety inspections.

**M**OST FAMILIES TRAVEL by POV—privately owned vehicle—to their next duty station. But, if you'd rather fly, arrangements can usually be made through the services of a Joint Airlines Ticket Office, similar to the one operated at the Newport, R. I., Naval Base.

No doubt you use a credit card to buy gas and oil for your family car. However, the oil company serving the Navy exchange where you are now stationed may not be the same as that serving the facility where you're going. With this possibility in mind,

NavSta San Diego clips to its living conditions pamphlet a credit card application from the company serving the station. Early receipt of such a card could help considerably if you arrive at your destination a little short of cash.

Another wallet-size convenience card for the newcomer is the call-card prepared by NAAS Chase Field, Beeville, Tex. It lists phone numbers frequently called, such as barracks, BOQ and clubs, Navy exchange, taxis, station theater, Family Services Center, weather forecaster, dispensary and other emergency numbers—ambulance, fire department and station security.

While on the subject of telephone cards, Naval Station Mayport, Fla., prepares one that fits into the front of a telephone book. It lists facilities by numbers corresponding to a numbered map printed on the reverse side. Shown also are building numbers, telephone numbers and hours of operation.

**H** EADING FOR KEY WEST, Fla.? Then, you'll probably find interest in the guideline prepared by the naval station there on how to ride out a hurricane. Or, if you are in receipt of orders to the Naval Radio Station near East Machias, Maine, information contained in the station's informal letter to newcomers will help you find it (we hope). Which brings to mind: many of the welcome-aboard kits, such as that of NAS North Island at San Diego, contain distance gauges that tell the miles from the station to the outlying communities.

Naval Facility, Cape Hatteras, N. C., has a pamphlet which does more than describe living conditions. It discusses local history, and even comments on the habits of the local gulls. It seems the gulls pick up shellfish from the seashore and crack the shells open to get at the contents by dropping them on the pavement. Then it adds a note of warning. The sharp fragments can be disastrous to tires when driving at higher speeds. So mind the shells if you are driving your car to Cape Hatteras during the "shell season."

Nearly all living conditions pamphlets give information on entertainment, on station and off. The Newport, R. I., Naval Base get-acquainted brochure has a message directed exclusively toward the younger set and titles it *Juvenile Jaunts*. It lists exhibits and attractions in and around Newport of particular interest to young men and women.

And up in Bremerton, Wash., the Puget Sound Naval Shipyard prints a Special Services booklet that gives general information on athletic and recreation facilities available in the area to help guide you

## Living Conditions Pamphlets

through your hours of leisure—fishing, hunting, boating, sailing, flying or picnicking.

**L**IVING CONDITIONS pamphlets prepared by ships relate largely to the ship's home port facilities. There are exceptions, such as in the cases of those ships homeported overseas where no facilities exist for dependents. Under these conditions, dependents are informed as to where they may occupy public quarters and where other facilities are located that may be patronized. Details on application for quarters should be available from the ship concerned.

In addition to a living conditions pamphlet, the aircraft carrier *uss Coral Sea* (CVA 43) publishes a booklet to be used by dependents while the ship is deployed. It basically covers problems that usually occur or have been known to occur during the breadwinner's absence. Included are notes of advice on what to do in the event of an emergency at home, how to reach the ship by personal telegram, whom to see for legal aid and assistance, where to go for medical care, how to contact the Navy Relief Society, what to do in the event of a casualty aboard ship, and who in the various Navy Wives Clubs should be contacted for assistance. The preparation of such booklets has become standard practice by almost all ships deploying.

Orders to an overseas assignment offer far more than opportunities to travel to out-of-the-way spots. They also generate many questions which generally require special answers. However, most of these questions have been asked by your predecessors, and are answered in the living conditions pamphlets issued by the local commands. Such problems as entry authorization for your dependents, immunization requirements, shipment of automobiles and personal effects, and availability of housing are answered.

An overseas brochure prepared by the submarine tender *uss Proteus* (AS 19), homeported in Guam, includes floor plans of housing, showing footage and layout so that you can figure almost to the foot where and if your furniture will fit. This enables you to determine before your arrival what household items you either should or should not bring with you. A note on watt capacity for electric appliances is usually contained in overseas pamphlets, informing you whether or not a U. S. appliance can be used safely.

Orders are usually written four months before the transfer becomes effective, giving you plenty of time to get in touch with the Family Services Center of your new command to request a living conditions pamphlet.

Doing so could possibly ease your family's anxiety and perhaps save time and money. Whichever, the effort is surely worth the price of a postage stamp. Or you can drop in at your Family Services Center or personnel office for a postage and fees paid Request for Activity Information Card (NavPers 1740/2), specially prepared by the Personal Affairs Division for your use.

## CHINHAЕ, KOREA:

# Navy

**W**IVES of Navy and Marine Corps personnel in the Republic of Korea are taking an active part in Korean communities, thus promoting better understanding between the Americans and the Koreans.

The largest contingent of wives is in Chinhae. Chinhae is a seaport in the southern province of the Republic of Korea. The naval base is surrounded by mountains and the harbor is dotted with islands. Chinhae is the headquarters for the Republic of Korea Navy. The ROK Naval and Marine Corps training centers are also located in this city.

The wives teach English to those who want to learn and visit orphanages and homes to see what can be done to improve conditions. They work with the station's medical staff, going into the rural areas to give medical attention to those who seek it and are on welfare

Wives of Navy and Marine Corps personnel visit orphanage to study the conditions.





# Wives Lend a Hand Overseas

committees to help the needy.

Navy wife Anna Miller teaches a language class at the ROK Naval Training Center. Other wives teach English at the ROK Naval Academy. Any ROK Navyman who wishes to attend an American Navy training school must first attend such a course.

Navy wife Betty Raynes instructs a small group of ROK naval officers' wives in English. She is also learning simple Korean words at the same time, attending a Korean-speaking class.

Mrs. Raynes finds her experience in teaching the women is very rewarding. "It makes me feel good knowing they enjoy it," she said. "Many of them have invited me to their homes. Good friendships have resulted from it. When I first started teaching, the women would just sit there. Now we carry on conversations. It has promoted

good relations between them and us and they really enjoy it."

The California school system provides reader workbooks through Operation Hand Clasp.

**O**THER U. S. wives are helping orphanages. A group of wives will visit an orphanage needing help to see what can be done to improve it. They check the facility thoroughly, eventually learning of many items the orphanage needs, such as new dining-room tables and benches.

The welfare committee distributes clothing donated by Americans through Operation Hand Clasp. One of the projects that the committee took under its wing was a home for the elderly. The home was not self-supporting and the Navy wives were determined to get it back on its feet. Now the aged women residents of the home

are raising pigs and chickens for sale, making the project more nearly self-supporting.

As one Navy wife put it, "We do not support an orphanage or home, but rather give it a start in the right direction."

Still other wives help the doctors hold sick call in rural areas. Mrs. Joyce Graham, wife of the Senior Naval Advisor to the ROK fleet in Chinhae and officer in charge of the advisory group, goes into the field to assist the Navy medical team whenever possible. Mrs. Graham is a registered nurse. "I really enjoy the trips," she said. "We are giving the residents of rural areas the only medical attention they receive."

All in all, the wives are busy promoting goodwill and understanding between the people of Chinhae and the Americans who are stationed there.

Mrs. Anna Miller teaches the English language to a class of ROK sailors at the Republic of Korea Naval Training Center.



Mrs. Betty Raynes (left) teaches the English language to ROK naval officers' wives.



**B**Y REGULATION, the log of a ship must receive regular entries on the orders under which operating, the character of the duty, state of the sea and weather, courses, positions, speed, bearings, distances of objects, and so on.

If it's New Year's Eve, the OOD with the midwatch, according to a growing naval tradition, may attempt to make the required entries in rhyming verse. This is not easy. As one OOD put it:

*This New Year's midwatch poetry  
Comes hard to men who go to sea.*

But the challenge continues to be accepted, and as in past years, ships that took pride in their New Year's Deck Log Verse submitted it to ALL HANDS for informal judging.

Most of the verse, in addition to the required log information, reflects the mood and spirit of the author and his ship: Patriotic, reverent, good will toward everyone everywhere.

Of the logs submitted for publication during the past year, five were judged "best."

Lieutenant G. R. Telfer placed first with his account of *uss Weiss* (LPR 135) underway in the South China Sea, heading for the Philippines.

Second place went to Ensign A. J. Lauinger of *uss Asheville* (PG 84), whose verse reflected the fighting spirit of patrol duty.

*uss Cone* (DD 866) was high and dry in the yards at Charleston, but Ensign J. D. Metzger looked around and ahead and put it on paper and won third place.

*uss Camp* (DER 251) was moored in the harbor at Kaohsiung; Lieutenant (jg) T. F. Marfiak greeted the New Year with appropriate entries and wishes of cheer. And won fourth place.

Lieutenant M. J. Breslin of *uss Mars* (AFS 1), who placed fifth, observed that the sea was calm off Vietnam. Unfortunately, there were no stars in sight about which to write, but the clouds were bright and this made it all right.

*And now we're doing it too*

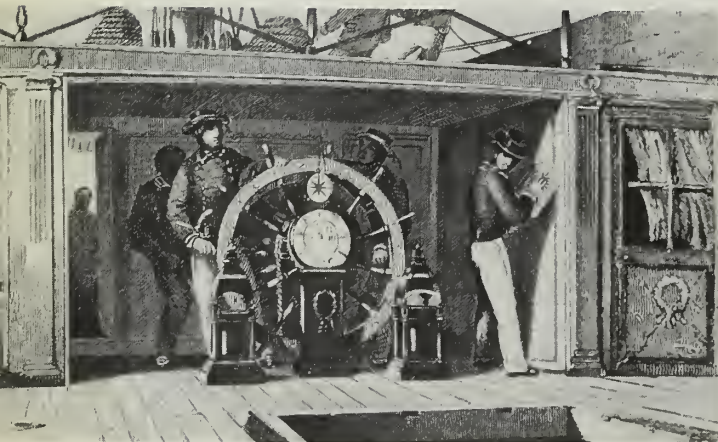
*So this is adieu*

until next time.

The other three logs published here deserve honorable mention. There were many other fine contributions, but lack of space prohibits their publication.

If your OOD put the latest New Year's deck log in verse, send us a copy. You'll find ALL HANDS address on page 64.

# NAVY NEW YEAR'S LOG



## USS WEISS (LPR 135)

*Through restless seas we steam with ease  
As phosphorescence glows  
In eerie swirls midst foamy curls,  
And ever sternward flows.*

*A white-gold moon shows fullness soon  
Through a veil of clouds  
That mask the night from starry light  
With rolling, coursing shrouds.*

*In the South China Sea alone are we  
En route to Subic Bay,  
An upkeep trip to fix the ship  
On our forthcoming stay.*

*By OpNav decree this APD  
Is today an LPR  
(Our task the same will still remain,  
No matter what we are.)*



Eastward now we point the bow,  
The Philippines ahead,  
By orders of ComSeventh Fleet  
In his quarterly sked.

The screws are turning and fires are burning  
Neath Boiler Number One,  
And cross-connected we stay protected  
From low fuel ere we're done.

Away from war at Condition Four  
Of readiness we be,  
And Yoke throughout is our redoubt  
Against an angry sea.

Our course through night is shown in light  
From sides and stern and mast,  
So ships may know which way we go  
And thus are safely passed.

The silent guns with tompions  
Fixed tight against salt spray  
Belie the roar they lashed ashore  
In many a recent day.

Steaming alone is nice, for the CO of Weiss  
Is SOPA and OTC,  
His duties, too, include CTU  
Seven-Six-Point-Zero-Pt-Three.

The waves cut through, the course is true—  
Zero Seven One—  
Twin motors drive Sixteen Point Five,  
Our speed towards rising sun.

As the hours go the soot doth grow,  
So at the stroke of two,  
We quickly slow, boiler tubes to blow,  
And speed again renew.

While shipmates sleep the watch we keep  
And ask with silent prayer,  
That fighting cease, and bring us peace  
And freedom everywhere.

—LT G. R. TELFER, USN.



#### USS ASHEVILLE (PG 84)

'Tis the start of a new year. We're out on patrol—  
Watching the sampans instead of a bowl.

But we can all hack it—the reason you see,  
Is that we are the men of a fighting PG.

Tonight we're patrolling in Area 2  
As One-One-Five's OP schedule tells us to do.

If Charlie should make it and head for the beach  
Our speedy new turbine will keep him in reach.

The turbine's our "tiger," the pride of the ship,  
We light off the start pump and then let 'er rip!

She reacts with a whine that grows into a roar,  
And we're off like a shot from a 16-inch bore.

If a call comes for fire, we light out for shore,  
Manning all batteries, and ready for more.

The Captain is SOPA, Independent we steam,  
Alone—but a part of the Market Time Team.

The ship's running darkened except running lights;  
(And those go out, too, when we have firefights).

Condition of readiness Four on the "Tet"  
And modified Zebra is what we have set.

Our radar is down, so we couldn't "see" far  
'Til we cumshawed the "gadget" from a kind PBR.

Now that problem is solved, but we still have one  
more;  
That's our number one ship's service generator.

Except for these troubles, well, everything's fine  
Number Two has the load, with both mains on the  
line.

One-four-five is our course, and eight knots is our  
speed.  
As we check out a junk and then swiftly proceed.

After course to check contact, increase speed at same  
time  
Make another log entry: "Left to one-zero-nine."

Later on, through the darkness, our light comes alive  
As we flash Hickman County, LST Eight-two-five.

'Course the Captain is topside, and most of the crew  
To ring out the old year and bring in the new.

As the ship's clock strikes midnight, we shoot up a  
flare,  
And the South China Sea looks like noon in the glare.

There is no need for starlight scopes—no, not tonight;  
For the sea and the beaches are already bright.

The whole coast of I Corps, both land and the sky  
Is lit up like midday from Da Nang to Chu Lai.

We're a long way from home, now, in a conflict that's  
grim.  
We're far from our loved ones but we're fighting for  
them.

We hope for a good year—the end of the war,  
A victory for freedom, and many things more.

And so do we wish you, those home and those here,  
A wonderful, peaceful and Happy New Year.

—ENS A. J. LAUINGER, USNR



#### USS CONE (DD 866)

"Is this the way to start the new year?"  
Queried the CDO of the Chief Engineer.

"We're resting on keel blocks, high and quite dry,  
Our boiler torn down, and a gun mount we're shy.

"There are holes in the deck, the radars are down,  
The shipyard's sandblasting the hull all around.  
It's quite impossible to get underway  
From this naval shipyard for many a day.

"All of our services we get from the dock,  
Unable to move, we just sit like a rock.  
Charleston, in South Carolina, I fear,  
Will be our 'op-area' for much of this year."

Now the Chief Engineer looked thoughtful a while,  
Then suddenly his face broke into a smile.  
"Now we both know that there's a reason for this—  
And that's to insure the Cone's readiness.

"All the work going on above and below—  
The chipping, painting, and welding—will show  
When we get underway and then leave this place,  
That the Cone will be able to keep up the pace.

"Whether guarding, or steaming in 'unreps' galore,  
Our ship and our crew will come back for more.  
Overhaul, you see, is really quite fine—  
For when it's over, our performance will shine."

The CDO looked relieved and nodded his head,  
"There seems to be truth in what you have said."  
The Engineer's words have calmed all our fear,  
So indeed this can be a Happy New Year!

—ENS J. D. METZGER, USN

#### USS CAMP (DER 251)

What cheer to the New Year? What hopes spring  
anew?

As USS Camp to buoys two-one and two-two  
Finds the new day is dawning, Kaohsiung, Taiwan,  
Moored safely by wire and chain straightly strung.

The winds may be chilly, the winds may be cold,  
As CTG Seven-Two Point One, we bold  
Sailors stand tall to bid this year in—  
For the Chinese Navy as well as our men.

About us are vessels of all sizes and kinds,  
From portly old merchants to rakish designs,  
But proudest of all are the blue and gold names:  
Worden, Bausell and DuPont, of destroyer force  
fame.

Looming large over all is AD Fifteen  
A tender renowned as the "can do" queen.  
She provides a fine berth for ships of the fleet.  
ComDesRon Two-Two, in DuPont, we greet.

We've been out in the Strait, we've been down to  
Hong Kong,  
But we're now in Kaohsiung (where the fishing is  
strong).  
The condition of readiness, Number Four, has been  
set  
And the setting of closures to Yoke has been met.

Our shipmates have left us behind for the night  
They trust us to keep their ship safely tight.  
Yet this day a New Year will find us together.  
Again ready to steam into cruel, stormy weather.

For the task we must do is never "all done;"  
The essence of freedom is not easily won.  
We give thanks for the old year and welcome the  
new  
With its hopes for the future, for peace, and for you,

And for all of the families, everywhere in the world,  
Whose lives have been safer this past tumbled period,  
We pledge, as always, to keep to the sea,  
Carry on for freedom and fight tyranny.

—LTJG T. F. MARFIK, USN

#### USS MARS (AFS 1)

We're in USS Mars as we greet this New Year,  
Far from people and places we all hold so dear.  
The first watch of the year, and 'tis rhyming I am,  
As we steam all alone through the Gulf of Siam.

Passing our stores to the ships that we meet  
Under the ops of ComSeventh Fleet  
For the third quarter, fiscal year '69,  
Governing movements of ships on the line.

Our salty "old man" is the OTC.  
As we sight Cape (Mui) Bai Bung on our lee.  
We're bound from An Thoi to Vung Tau port,  
We have business to do in that seaside resort.

We steer 165, our base course true,  
Making 16 knots through the ocean blue.  
Two and Three boilers steam on through the night.  
No. 3 generator gives power and light.

Darken ship (modified) and Yoke are set,  
We've properly tracked all the ships that we've met.  
The crew's in Condition of Readiness Four,  
We're plain "squared away" in our floating store.

IFF and degaussing aren't working tonight,  
We're awaiting the parts to fix them up right.  
Midnight, the beginning of this new day  
Finds us still in the zone for Combat Pay.

The sky's overcast, the clouds are bright,  
The full moon is hidden, no stars are in sight.  
As we steam through the darkness, southeastward  
bound,  
We can see for 20 miles around

For the night is clear, the sea is calm,  
Here off the coast of Vietnam.  
So let word be passed for all to hear,  
Best wishes from Mars for this New Year.

—LT M. J. BRESLIN, USN

#### USS MAZAMA (AE 9)

On top of Mazama  
There burns a red light,  
To warn all the aircraft  
We're moored here tonight.



Back aft there's a white light,  
And one on the bow.  
All the crew is ashore  
That the CO can allow.

The skipper's there too, and  
We wish him good cheer.  
We told him "Good-bye, Sir,  
"We'll see you next year!"

Two-two is our berth and  
Our pier is Two, too.  
Six mooring lines, doubled,  
Hold us steady and true.

Rhode Island's a cold place,  
And the Davisville wind  
Makes those who are outside  
Wish hard they were in;

Where heat is aplenty  
Most any old time,  
'Cause Number One boiler  
Is there on the line.

We've got light and power  
For movies and more,  
With thanks to our faithful  
"Old Gen'rator Four."

So, SOPA, rest easy;  
It's a happy old joint.  
"Happy New Year to you, Sir,"  
ComFair Quonset Point.

—QM2 J. S. BENARY, USN

### USS SIMON LAKE (AS 33)

At Holy Loch, Scotland, in berth Alfa One,  
Lies USS Simon Lake, her work never done.

Refitting subs is our primary vocation,  
Though we'd sooner have chosen a warmer location.

From ashore comes the skirl of bagpipes which say,  
"Come first footing with us this wee Hogmanay."

But on our dear tender, sobriety reigns,  
From the depths of our hold to the tops of our  
cranes.

We're shackled to buoys both after and fore,  
Receiving fine services direct from the shore.

Lashed to our sides are two Presidents great,  
To port is George Washington, the Five-ninety-eight.

To starboard James Madison, Six-two-seven,  
Her bow is southeast, periscopes toward the heaven.

Ships of U. S. and Britain are here in the fog,  
(The Royal Navy is lucky—at least they have grog).

Simon Lake is our castle, Holy Loch our moat,  
Our king, SubRon Fourteen, is Senior Officer Afloat.

Happy New Year in Gaelic would make my tongue  
stick—  
So I'll say "It's a braw brecht moon lecht necht  
tonecht."

—CWO G. D. COOPER, USN

### MSTS SERVICE OFFICE, VIETNAM

2200—Assumed the watch. Security check. All secure.

2300—Security check. All secure. Heard sounds re-  
sembling someone being chased through the  
quarters. Unable to locate origin. Will continue  
to check.

2330—Heard voice in passageway. Sounded like a  
very old man. Was saying "I don't want to go"  
or something to that effect. Unable to locate  
source. Will continue to check. Conducted se-  
curity check. Other than strange incidents  
listed above, all secure.

2400—Located source of above incidents. Saw what  
appeared to be an old man with a scythe be-  
ing chased into antiquity by some young squirt  
in diapers. Kid in diapers appeared to have  
situation in control, so will leave outcome in  
his hands. Fresh breeze now blowing through  
the area! Incident closed subject to reopening  
next 31 December.

It feels the same out here, mate  
Though it is another date.  
The watch is set  
A must since Tet,  
And the clock just ticks away!

No Guy Lombardo here, mate,  
But it's not that we don't rate.  
We'll hide our cheer,  
We're over here—  
And the clock just ticks away!

We're down along the river, mate  
And we've got an iron gate,  
With Trinh Minh The behind us,  
And the river flowing by us,  
And the clock just ticks away!

They call us MSTS, mate  
And we sail to meet your needs.  
We never fail, we're rarely late  
And we're quiet about our deeds.  
But the time just creeps away!

Saigon never changes, mate,  
The nights are all the same.  
But yet it is a brand-new date,  
And maybe an end to the game.  
And time just ticks away!

Let's say a prayer this morning, mate,  
Since we cannot drink our toasts  
And bless the guys who guard the gate  
So far from their native coasts,  
And we'll hope for peace someday.

—Rhyme by LTJG B. P. DUFFY, USNR

—Security Log by YN1 D. R. ROBERTS, USN

# today's navy



## Big Day For Nelson

To begin with, his reenlistment ceremony was telecast by the ship's television station, KEAR-TV.

Then, in full view of the crew, the commanding officer and disbursing officer of *uss Kearsarge* (CVS 33) presented to Aviation Electronics Technician 1st Class Richard N. Nelson \$10,000 in one-dollar bills, the total amount of his regular reenlistment bonus and variable reenlistment bonus.

Normally, 20 per cent of such bonuses is withheld to pay federal income tax, but not in Nelson's case. He received the entire sum since all bonuses are tax-exempt if the reenlistment takes place in a combat zone. Petty Officer Nelson is serving in the South China Sea with his squadron, Air Antisubmarine Squadron 29, embarked in the ASW carrier.

## Hurricane Laser

Using a laser beam to measure the height of ocean waves has been done before. But not within a hurricane.

That's the job facing Weather Reconnaissance Squadron (VW) 4 in Project Hurricane Waves.

A laser unit is being installed in one of the Hurricane Hunters' WC-121N *Super Constellation* aircraft. The light beam, which an expert calls "fantastically accurate," will give Navy oceanographers a picture of the exact shape and size of waves in hurricanes.

The Naval Oceanographic Office project is expected to provide information which will help better design offshore platforms and forecast more accurately the size of hurricane waves.

According to an Oceanographic Office technician, the great advantage of a laser over high-intensity radar is its accuracy. The tight one-inch beam from a laser spreads to a width of only two inches at 1000 feet; a radar beam would be about 50 feet wide at that distance.

The laser is bounced off the surface of the water 10 million times a second. When the reflected beam returns to the aircraft, it is received in the laser optics and the wave form is recorded on tape.

A similar airborne laser was used by Navy Air Development Squadron 8 in the Arctic to determine the thickness of ice for the supertanker *Manhattan* as the ship made the northwest passage.

The first laser generators were built in 1965. Since then, they have found applications in many areas, from medicine to communications. In the most widely noticed recent instance, a laser reflector was set up on the moon by the *Apollo 11* astronauts, to allow scientists to measure earth-moon distances much more accurately than before.

VW 4, based at NAS Jacksonville, conducts tropical storm reconnaissance in the Gulf of Mexico, Caribbean and Atlantic. Recently the squadron played an important role in tracking Hurricane Camille before the storm hit the Gulf Coast.

## Leap Frog, Anyone?

A team of skydivers should have a name with zing to it, right?

So thought the frogmen who double as members of the U.S. Navy UDT/SEAL Exhibition Parachute Team. They felt their team name lacked—well, something.

They decided to change it.

Frogmen. Skydivers.

Skyfrogs?

Sky. Dive.

Fall. Leap. Frogs.

Leap Frogs.

That's how it went in the parachute loft at Coronado, Calif., recently, and the Navy exhibition team will henceforth be known as the Leap Frogs.

Established in 1964, the parachute team has participated in skydiving demonstrations for military



and civilian audiences, and has appeared with the Blue Angels flight demonstration team.

The free-fall parachutists practice and perform mainly during off-duty hours. All are assigned regular duties with UDT and SEAL teams based at the Coronado amphibious base.

The skydives begin at 12,500 feet or higher. The free-fallers have colored smoke canisters attached to their feet so that spectators can follow their progress. Individual movements can be seen through binoculars.

Here are three of the routines performed by the Leap Frogs during a typical demonstration.

**Hare and Hound**—Two jumpers leave the aircraft together. One assumes a spread-eagle position and keeps his body more or less horizontal to the ground. The other literally dives head down and reaches a speed of some 200 mph, or 90 mph faster than his partner.

**Baton Pass**—Two or three jumpers pass a baton back and forth while falling.

**Star Track**—Three jumpers join hands and fall together. The two outside men track in opposite directions by cutting away at a 45-degree angle for about 10 seconds, and pull three-quarters of a mile away from the center man. The outside men then turn and track back, and, if there's still time, again join hands with the center man.

If wind conditions are ideal, chances are the skydivers will step down on their ground targets with pinpoint accuracy.

Leapfrog anyone?

## New Quarters for ET School

ET school students were known as the gypsies of the Service School Command. Training for electronics technicians began at NTC Great Lakes in 1947, but the Electronics Technician "A" and "B" school students never really had a home.

As the rating expanded, classes moved from one building to another in a search for adequate facilities.

Eventually, ET became the largest of all the service schools, and the migratory approach to classroom training was clearly unsatisfactory.

Now there's something better.

Completion of building 621 at Great Lakes finally gives ETs their own school, and it appears to have been worth the wait.

The modern, three-story building has 80 roomy classrooms plus a library and laboratories equipped with all those sophisticated aids for teaching electronics technology.

The school's 130 instructors can relax between classes in a spacious lounge, and students who find their studies overwhelming can tell it to the chaplain who has an office in the building.

The first deck is for ET "B" school classes; the upper decks accommodate "A" school students.

Furnishings include brightly colored desks (blue and yellow), ceramic-on-steel chalkboards, oak-laminated doors, and dumbwaiters which carry training aids between floors. Bells are built into the wall clocks, room dividers are sound-



**MAIL CALL**—Happy crewmembers of a ship operating off coast of Vietnam unload sacks of mail being delivered by copter from USS Camden (AOE 2).

proof, and fire doors are controlled magnetically. Bulletin boards are located outside each classroom.

The building is wired for closed-circuit TV, but despite the modern touches, there is no loss in comfort, practicality and convenience.

Enjoy.

## Nomes, Not Numbers

Early American Navy ship captains assigned names rather than numbers to their guns.

"Load True Blue" or "Fire Defiance" were commands issued to the gundeck, a custom somewhat

New ET school building at NTC Great Lakes has romps for swift movement in and out of class. Rt: A school classroom.





THE WHEEL THING—AQFAN Richard Matthies is ready to fire warning flare while on wheels watch duty at NAS, Point Mugu.—Photo by PH1 J. J. Hollis, USN.

more dramatic than that of today: "Mount 51, Commence Fire."

One ship in today's destroyer force, *uss Lawrence* (DDG 4), has revived the gun-naming tradition, however, by bedecking each of its weapons with names as well as numbers.

Since *Lawrence* was named after Captain James "Don't Give Up The Ship" Lawrence (1781-1813), the DDG 4 guncrews decided their 20th century weapons should be named after the guns of the famed captain's last command, *uss Chesapeake*.

So, with paint brush and paint can in hand, they labeled the A and B (starboard and port) arms of the *Tartar* missile launcher "Liberty Forever" and "Yankee Protection."

The gun mounts bear the names "Raging Eagle" and "Liberty or Death," while *Lawrence's* torpedo tubes were named after *Chesapeake's* spar deck guns — Rattler, Bull Dog, Spitfire, Revenge, Bunker Hill and Nancy Dawson (*Nancy Dawson*??). The *Asroc* cells are named True Blue, Putnam, Mad Anthony, General Warren, America, Washington, Defiance and Viper.

With these added touches of identity, the weapons systems on *Lawrence* have become more than just cold pieces of steel, so claim the ship's gunner's mates.

However, when official orders are given, nomenclature remains standard. It's still "Mount 51."

### Wheels Watch

At NAS Point Mugu, they give a young Navyman a pistol, assign him to a lonely, windswept post, and tell him: "Shoot first and ask questions later."

It's a highly responsible duty — but it has nothing to do with guarding the base against intruders. The man is called a "wheels watch." His job is to save airplanes — and pilots' lives.

From 0800 to sunset every weekday, he is alone far beyond the end of the duty runway, watching every plane that comes in to land.

If an approaching aircraft does not have its wheels down and locked, the wheels watch fires a red flare from his Very pistol. When the pilot sees the flare, he pulls up and goes around again—and you can bet your flight pay his wheels will be down on the second pass.

There can be any number of reasons why a pilot will neglect to lower his landing gear: a last-minute communication from the tower, distractions from other planes in the landing pattern. It's not a common oversight—but just one crash would be too many.

So far, the wheels watch at Point Mugu has been credited with saving five aircraft since it was begun in 1962. Speaking strictly in financial terms, that means about five to ten million dollars saved. And the lives of the pilots and crewmen are priceless.

Men selected for the duty must

hold aviation rates, be alert and be able to make quick decisions. They are instructed in recognition of all aircraft based at Point Mugu or expected to use the field, with special attention to the correct gear position for landing.

They must become familiar with the flare cart—the glass-enclosed booth on wheels where they will keep their day-long vigil. The cart contains all the equipment they will need: the Very pistol and flares, a radio for communication with the tower, orange LSO paddles to signal the pilot after firing the flares, a chair and a pair of binoculars.

The wheels watch is not allowed to take books or letter-writing materials in the cart. His full attention must be on the approaching aircraft.

Three men, two on alert and one standby, are assigned to the duty for a month. They are given a decisive test: A plane is flown past them with the wheels purposely left up.

They must see the error, shoot—and ask questions later.

—Story by Bob Boyles

—Photo by PH1 J. J. Hollis

### New EM Club Opens

Just 200 yards from where, in the 1700s, pirate ships used to anchor, a new EM Club, *El Brigantine*, is open for business at the San Juan Naval Station, Puerto Rico.

As might be expected, *El Brigantine* has been decorated to carry out the theme of a pirate sailing ship. Furniture includes chairs made from barrels; menu prices are given in pesetas, bits, pieces of eight and gold doubloons (with regular prices in parentheses). The Spanish pirate theme is maintained throughout the club from wall decorations to the furniture, menus, bar ornaments and costumes for the bartenders, waiters and waitresses.

Total seating capacity is 466 persons. And it is usually filled close to its seating capacity.



## Lex Claims World Record

USS *Lexington* (CVS 16) claims a world's record for carrier landings.

She passed the quarter-million mark last summer.

Her commanding officer, Captain Wayne E. Hammett, made the 250,000th trip in a T-2B jet trainer while the Air Training Command carrier was in the Gulf of Mexico.

The 26-year-old *Lexington*, assigned to qualify flight students and to provide refresher training for Fleet pilots, had been averaging 4100 landings a month. A carrier in normal antisubmarine operations completes between 600 and 800 recoveries a month.

The quarter-millionth landing is well past that of runner-up USS *Coral Sea*.

## Key West Recreation

It's no problem to find a way to spend off-duty hours at Naval Station Key West. An average 76-degree temperature and an active Special Services program combine to make this a pleasant recreational area for Navymen and families.

Surrounded by waters of the Gulf of Mexico and Florida Straits, Key West is ideal for fishing, boating and swimming. Special Services provides 15-foot fiber glass boats equipped with awnings, tilt-type trailers and 25-horsepower motors.

Those who prefer deep-sea fishing can rent Navy charter boats at a local marina. Sailboats of the Enterprise 404 class are available from the Navy Sailing Association.

Special Services also provides fishing tackle and swimming gear at no cost to the Navyman.

Families often wish to stay ashore and dig for bottles or shells or simply explore the islands. Special Services makes this more enjoyable by providing camper-trailers which rent for \$2 a day. The campers sleep as many as six and are complete with stove, ice chest and lantern.

For the bargain fee of \$1 per month, Special Services will supply a tent as roomy as 9 by 16 feet.

Cycling is popular at Key West, and for 75 cents a day or \$4 a

week, Special Services has the bike.

The 18-hole, par-72 Key West Country Club is open daily to Navy golfers who receive admittance cards from Special Services for \$1.50. Monthly greens fee tickets also may be purchased at Special Services prices. Golf clubs can be checked out free of charge, and golf carts are available for 25 cents a day.

Key West Navy families also enjoy tennis and volleyball courts, football and baseball fields, horseshoe grounds, miniature golf course, eight-lane bowling alley, movie theater, picnic areas and swimming pools in various locations.

A wood hobby shop recently completed in the Special Services building rounds out the economical Key West Navy recreation program.

—I. W. Barron



Display of camping trailer and gear available through Special Services at Key West Naval Station.



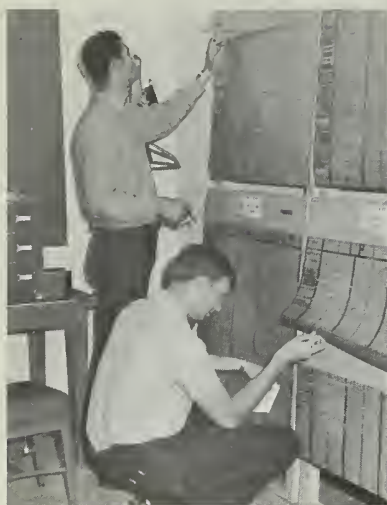
Servicemen and families enjoy an outing at one of the Naval Station's recreation areas.



Miniature golf course by the surf is popular at Key West Naval Station.



Volleyball is one of the many sports available through Special Services.



## Fightertown, USA, Has New Avionics Facility

**A**VIONICS (that's aviation electronics, for the benefit of black-blackshoes) is ready for the 1970s at NAS Miramar with the opening of the station's new avionics facility.

The concrete-block building is expected to give "Fightertown U.S.A." enough room and facilities for the work demands which will come with the F-14—the jet which

is due to replace the F-4 *Phantom* in the next decade.

The structure is completely air-conditioned, with filtered air and humidity control to protect the delicate equipment being worked on inside.

It has special kinds of power for repairing and testing equipment. Besides the normal 110-volt, 60-cycle "house current," there's 110-volt, three-phase, 400-hertz power and a 28-volt converter for test benches.

One copper-sheathed room in the facility is isolated from all radiation to prevent confusing and possibly dangerous emanations from

transmitters being tested in it.

Another room resembles a hospital nursery with viewing windows; but it has an additional feature which maternity nurses might envy—complete soundproofing. The aircraft generators and power systems which are checked out in this room emit a wail louder and more piercing than any infant's. Technicians can monitor their performance from outside the room, avoiding discomfort and possible ear damage.

The new building brings together avionics facilities which were previously housed in four separate places.

Miramar will be ready when the F-14 roars in.

Airmen Kenneth Nelms and Milton Toy check the status of electronic equipment under repair. Below: ATNAN Dennis Balie selects equipment from stock maintained at NAS Miramar's Avionics facility.



### Burke Trophy Winners

The nuclear submarine *uss Plunger* (SSN 595) and the ammunition ship *uss Wrangell* (AE 12) were last year's winners of Admiral Arleigh A. Burke Fleet trophies for battle efficiency.

The trophy, which takes the form of a plaque, is awarded annually to the ship or aircraft squadron in each fleet which demonstrates the greatest improvement in battle efficiency during a competitive fiscal year.

*Plunger*, based at Pearl Harbor, was the Pacific Fleet winner of fiscal



1969. *Wrangell*, operating from Charleston, took the honors in the Atlantic.

The Burke trophy was established in 1961 in the name of the retired Chief of Naval Operations who took many positive steps to improve battle efficiency and naval weapons and weapons systems, and set a dynamic example in the leadership program.

The Burke trophy is a permanent award to the two annual winners.

### Flatley Winners

Landing an aircraft on the deck of a carrier is tricky business. So is taking one off.

But once again, the hazards notwithstanding, pilots and crews have shown that the great majority of carrier flight operations are accident-free and worthy of recognition.

At the end of each fiscal year, the carriers with the best records in aviation safety are singled out for honors under the Admiral James H. Flatley Memorial Trophy program. (Admiral Flatley, who died in 1959, dedicated his career to aviation safety.)

The Flatley awards were first presented in 1959 to the attack carrier (CVA) and ASW carrier (CVS) with the best accident prevention records. In 1964, the competition was extended to the amphibious assault ship (LPH).

For the awards presented this year, the CVA category was divided into two competitive types—CVA large (*Forrestal* class) and CVA small (*Essex* and *Midway* classes).

The Flatley winners for the fiscal year ending last July were:

CVA (large — *America* (CVA 66).

CVA (small) — *Coral Sea* (CVA 43).

CVS — *Bennington* (CVS 20).

LPH — *Guadalcanal* (LPH 7).

The records of last year's winners suggest competence as well as safety-mindedness on the part of the carrier pilots and crews.

Last year, 15,000 landings were made on the flight deck of *Coral*

*Sea*—11,000 of them under combat conditions off Vietnam.

*America* spent four months of the competitive year in the Tonkin Gulf, during which she launched and recovered 12,000 aircraft without a major accident.

Each of the winning ships received a trophy which will be retained on board for one year. The trophies then will be passed to next year's winners and replaced with replicas and citations from the Chief of Naval Operations.

### 'A' School Training for AZs

Instructors and students at the Aviation Maintenance Administrationman School, NAS Memphis, have built the look and feel of a typical air squadron maintenance

than 70 squadron maintenance situations during the week-long phase of training.

One instructor acts as a pilot, maintenance officer or work center officer, and originates maintenance problems from a control center.

Students respond in the four working areas as though they were doing parallel work in the Fleet. Instructors monitor their progress.

In a register room, students receive the maintenance problems, convert them into codes, and then log the problems and move them on to a work center.

When an aircraft discrepancy is received in the work center (plenty are, for training purposes), students in the records room pull the plane's log and enter the proper maintenance data. The aircraft's



USS Platte (AO 24) visits Sydney, Australia, during her recent deployment in the Western Pacific.

office into one of their classrooms.

This gives the Aviation Maintenance Administrationman "A" school a new phase of training, which, for the students, means a realistic preview of the AZ's work and working conditions.

Construction of the squadron office-classroom was a joint effort of the school's instructors and students under the supervision of Kenneth E. McDaniel, AZC. It took seven weeks for the men, many of them working in their spare time, to remodel the 24- by 27-foot classroom into a five-man squadron maintenance office.

The students work with registers, logs and records, correspondence and flight data, and handle more

history of inspections and flight time also is reviewed at this point.

In the correspondence room, meanwhile, students transfer and receive aircraft, prepare speed-letters, type reports on missions, air time and types of landings.

The training work is plentiful, but moves quickly. The paperwork turnover during one day in the "A" school office can be compared with 17 flight days in the average air squadron.

In all, the simulated office handles more air squadron maintenance situations in five days of training than an actual squadron normally would face in two months of operations.

—JOSN Gen Romano, Jr.,  
—John Waller.

# bulletin board

## BuPers Revises Rules on Separation Procedures

IF YOU ARE AMONG those Navy men overseas anticipating release from active duty, no doubt you are concerned about where your separation from service will be processed.

As a rule, the separating activity written into your orders is the one nearest the port where you return to the continental United States, such as the Naval Station, Treasure Island, when arriving in San Francisco, for instance.

But, in an effort to help reunite the Navyman with his family as soon as possible, the Bureau revised this ruling not long ago. Now your basic orders may be modified, allowing you to be sent to a major separating activity of your choice listed in BPN 1900 of 3 Oct 69. However, any additional time required for travel to the place of your choice must be charged as leave. This applies only when returning to the U. S. from an overseas assignment.

If the modification is authorized, the mileage allowance payable to you will be based on whichever of the following yields the lowest total mileage: (1) mileage from port of entry to place of separation to

and returning to CONUS from a tour of in-country duty in Vietnam (including UDT SEAL teams deployed on contiguous waters of Vietnam).

- Detached from a ship or unit homeported outside CONUS with family located at the home port, and wish to arrange for a few days' leave to help pack and move their dependents from the home port.

All requests from enlisted members for leave while en route to a separation center should be submitted to the Chief of Naval Personnel, Pers-B21c.

If you expect your leave or travel to involve visits to foreign countries, refer to *BuPers Manual* for guidance in procedures to follow before you are detached or transferred for separation.

Here are the major naval activities in the United States at which Navy men arriving from overseas for separation can expect to report:

Naval District, Washington, D. C. — NavSta Washington, D. C., NAS Patuxent River, Md.

First Naval District — NavSta or NavBase Newport, R. I., NAS Quonset Point, R. I., NAS Brunswick, Maine, NavSta Boston, Mass.

Third Naval District—Officers: 3ND Hqtrs., New York, N. Y.; enlisted: NavSta Brooklyn, N. Y.

Fourth Naval District—NavSta Philadelphia, Pa.

Fifth Naval District—NavSta Norfolk, Va.

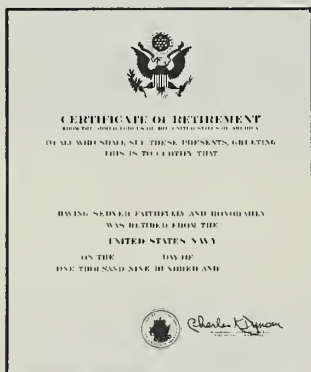
Sixth Naval District—NavSta or NavBase Charleston, S. C., NTC Orlando, Fla., NavSta Key West, Fla.

Ninth Naval District—NTC Great Lakes, Ill.

Eleventh Naval District—NavSta San Diego, Calif., NavSta Long Beach, Calif.

Twelfth Naval District—Captains and above: 12ND Hqtrs., San Francisco, Calif.; all others: NavSta Treasure Island, San Francisco, Calif.

Thirteenth Naval District—Aviation officers: NAS Seattle, Wash.; other officers: 13ND Hqtrs., Seattle; enlisted: NSC Puget Sound, Seattle Division, Pier 91, Seattle, Wash.



home of record, place from which ordered to active duty, or home of selection (whichever is applicable in your case); or (2) mileage from port of entry to appropriate place of separation to home of record, place from which ordered to active duty or home of selection (whichever is applicable). See *Joint Travel Regulations*, paragraph M4157-1.c. and paragraph M4158-1.a.

In connection with separation procedures, certain guidelines should be followed by officers and enlisted members who wish to take leave, as described in BuPers Notice 1900 of 3 Oct 1969. To begin with, officers must have their leave approved by BuPers and, in addition, be in one of the following categories:

- Returning to CONUS for retirement.
- Have less than six months' active duty remaining

### Unit Patches Are for Operating Forces

Now it will be easier to figure out what those right-shoulder unit name patches mean.

The Unit Identification Mark was designed to provide recognition to men of the operating forces of the Navy. Other objectives were to build unit pride and permit ready recognition of a man's command.

However, over the years some ineligible units have started wearing the patch and others have adopted abbreviations that are hard to recognize.

BuPers Notice 1020 of 8 Nov 1969 has tightened up the eligibility requirements and changed many abbreviations to make them more intelligible.



Specifically, the notice reemphasizes that the shoulder patches are to be worn **ONLY** by members of the operating forces; orders the use of administrative names (COMSERVRON 4, for instance) instead of operational or task group designations (such as COMSERVFOR SIXTHFLT); and requires the use of the name of a parent command rather than those of detachments or other subsidiary groups.

Abbreviations have been changed to make them more readily understandable. An assault craft division's name patch used to read ACDIV 12; now it will be ASSAULT CRAFT DIV 12. Guided missile group members formerly wore patches reading GMGRU 1, but now they will appear as MISSILE GRU 1.

Only the following units are allowed to issue patches:

- Afloat staffs.
- Operational staffs.
- Commissioned ships and squadrons.
- Units whose mission requires shipboard or advanced base operations.
- Group II Naval Reserve training ships.
- Naval Reserve squadrons.

A list of the types of units now considered eligible for patches, with examples of authorized abbreviations, is included in the notice. Its provisions are to be incorporated into *Navy Uniform Regulations*.

### **New Type of Working Uniform Scheduled for Use by Mid-70s**

A new look is coming to the working uniform. By the mid-'70s, the familiar dungaree trousers and chambray shirt will have gone the way of the dress white jumper and the flat hat.

The new Working Dress uniform is expected to be in the supply system by January 1971. In the next few years, it will replace dungarees as the old uniforms wear out.

Made of a 50-50 blend of cotton and nylon, the new outfit is designed to be worn for more than dirty work. It is a considerable improvement over dungarees in both quality and design.

The fabric will wear longer; keep its "cotton feel" and comfort longer, and dry faster after washing, which will reduce the burden on ships' dryers. In addition, it is slow burning and flash resistant, which gives it desirable qualities as protective clothing.

The styling combines functional and fashionable features.

The light blue pullover shirt has a roll-type convertible collar, flap pockets, black anchor-embossed plastic buttons, and a straight-cut bottom hem. A top collar button (not visible in the illustration) may be fastened for battle dress. Besides the long-sleeve version shown, a short-sleeve version has also been authorized by the Chief of Naval Operations.

The rating badge is similar to the one presently authorized for the work jacket: white eagle and red chevrons on a dark blue background, with no specialty

mark. As at present, nonrated men will have a clean sleeve.

The dark blue trousers are of the same nylon-cotton blend, of heavier weight. They are cut in similar style to officers' trousers, with straight legs, cuffs and fore-and-aft creases. However, although they are no longer "bell-bottoms," the trousers will still be large enough to put on quickly when GG sounds, with or without shoes.

Other features of the trousers are a zipper fly, two button-through back pockets and angle-cut front pockets. They will be worn with the present black cotton web belt.

The new uniform is designed to be sharp looking enough to be worn to Navy Exchanges, commissaries, and other places where undress blues or whites are now required. However, contrary to some rumors, the new uniform will *not* replace undress blues or whites. Undress jumpers will still be a required item in the seabag, according to the Naval Uniform Board.

The Working Dress Uniform is now being tested by several *Polaris* submarine crews at Charleston Naval Base to find out if it will be an acceptable substitute for the coveralls now worn on SSBN cruises.



# bulletin board

## Technical and Professional Skills To Be Emphasized in E-8, E-9 Exams

The new Master Chief Petty Officer and Senior Chief Petty Officer advancement exams, which have been written for 24 ratings so far, will have more emphasis placed on the technical and professional section. In light of this, there could be less mathematics and mechanical problem-solving type questions to face during the February testing.

Those ratings for which the new examination has been prepared include QM, SM, MN, SH, SK, LI, MU, BR, BT, DC, MR, MM, ML, PM, SF, AB, AK, AS, TD, SD, PR, AZ, AG, and TM.

There will still be 150 questions on the test. However, the subject areas will be divided as follows:

Subject	SCPO	MCPO
Technical and Professional		
Competence	90 questions	75 questions
Supervision	20	
Administration		35
Communication	20	20
Problem Solving	20	20

The technical and professional competence area will test rating specialty, military and collateral duty knowledge based on the established bibliography for each rating in the *Quals Manual*. The communications section will attempt to determine reading comprehension, while the problem solving section will examine an individual's ability to evaluate and select the correct alternative.

The supervisory items in the SCPO exam include realistic problems in leadership, while the administrative section on the MCPO exam will determine how well the candidate can grasp the principles and techniques of administration.

The revised examination format should assist the selection board in three primary areas: It should help to identify the individual who can analyze and solve sophisticated technical and human relations problems; determine which candidates demonstrate the ability to communicate effectively with superiors and subordinates as well as equals; and single out those individuals who demonstrate the high degree of leadership expected of the senior enlisted petty officers.

Examinations for the other E-8 and E-9 ratings will continue in the same format until revised some time this year.

## Evaluation Forms Revised for Three Upper Enlisted Grades

Use of the new evaluation form for chief, senior chief and master chief petty officers has been revised. If you're in the top three enlisted grades, here are the major changes that affect you:

- Senior and master chief evaluations will now cover the same period as that for men in pay grade E-7—the period ending 16 January. Previously, the evaluations for SCPO and MCPO were made out on 16 February.

- If you hold an NEC and are working in the skill which it identifies, your evaluating officer will make

specific comments on your proficiency in that skill.

- A signed copy of your evaluation form will be filed in your local service record.

- Unless your performance has been particularly above (or below) standard, or you are a candidate for SCPO or MCPO and haven't had a meaningful evaluation during the reporting period, you will not be assigned marks while attending service school. When you complete the course, your evaluation will contain only a brief description of the course, your final grade, and your relative standing in the class.

- If you are a member of the Inactive Reserve attached to a drilling unit, you will receive an annual regular evaluation in the same way as your USN contemporaries.

Designations of the forms have been changed. The Evaluation Report is now NavPers 1616/8, and the Worksheet is NavPers 1616/9. However, there have been no basic changes to the forms themselves.

Aside from these changes, the evaluation procedure

for men in the top three enlisted grades remains as reported in the March 1969 issue of *ALL HANDS*.

Detailed instructions for filling out the evaluation forms, procedures for entering marks in the Enlisted Performance Record, and information on minimum standards for such distinctions as the Good Conduct Medal, reenlistment or honorable discharge are included in BuPers Instruction 1616.7A.

## Leave Program Opens Way to Law Degree

Among the higher educational opportunities offered the young naval officer (lieutenant and below) is the Excess Leave Program through which he may earn a law degree while in a leave of absence status.

In essence, the officer leaves the Navy (including its payroll) for up to three years to pursue an education in law for which he bears all expenses.

In view of this, financial planning is advised. Many officers who take advantage of such programs supplement the cost of their higher education by accepting scholarships approved by the Chief of Naval Personnel (Pers-C312).

Applicants are required to have a baccalaureate



degree from an accredited school and at least two years' commissioned service, but not more than six years' total service. Furthermore, law school graduates must agree to obligate themselves for not less than three years' active naval service and apply for an appointment to the Judge Advocate General's Corps.

In June 1970, a selection board will convene to consider applications submitted by 31 May, in accordance with BuPers Inst 1520.99A.

### Naval Prep School and Naval Academy Provide a Four-Pronged Opportunity

**T**HE NAVAL ACADEMY at Annapolis, Maryland, offers one of our country's most sought after educational opportunities. It provides not only a four-year college education, but also a commission, career and challenge. In effect, it's a four-pronged offer—and more.

As our nation enters the 70s, the program at the Naval Academy has become extremely flexible to keep up with the changing times, and it is conducted in one of the finest physical plants in the United States.

At present, more than 20 majors are offered in a wide variety of interesting and challenging fields. But to quote Rear Admiral James Calvert, the present Superintendent at the Naval Academy, "... Annapolis offers much more than an education. It provides training in leadership which will stand you in good stead throughout your life and it is dedicated to the inculcation of those characteristics of manliness, duty and honor which have always been associated with service to our nation on the highest level."

The Naval Academy Preparatory School at Bainbridge, Md., is properly known as the "Gateway to Annapolis" and is the cornerstone of the Navy's "Seaman to Admiral" program. Each year more than 200 enlisted men from the Regular Navy and Marine Corps or their Reserve components enter the Prep School with but one purpose in mind—to become midshipmen at Annapolis—and subsequently commissioned officers in the Naval Service.

A new application year, launched by BuPers Note 1531 of 30 Oct 1969 is currently underway. If you are able to meet the eligibility requirements for entry to this program and have seriously considered becoming an officer, take stock of your assets and apply for selection.

Each year, the Secretary of the Navy may appoint 85 enlisted men from the Regular Navy and Marine Corps and 85 enlisted men from the Navy and Marine Corps Reserve to the Naval Academy.

In recent years, all nominees from these sources who met the minimum requirements for admission to Annapolis have been offered appointments to the Academy, so the opportunity has never been better. Selectees from the Regular components are required to attend the Prep School and, while it is not mandatory for Reserve nominees, attendance may greatly enhance their chance for selection.

Can you qualify for the Prep School? You must:

- Be at least 17 but not older than 19 as of 1 Jul

1970 (waiver may be granted to outstanding applicants through age 20).

- Have enlisted prior to 1 Jul 1970.
- Never have been married.
- Have a combined GCT/ARI score of 120 or higher.
- Have a clear record, good moral character and strong motivation to become an officer.
- Be in excellent physical condition and have 20/20 vision (waiver of this requirement may be granted to a very few exceptional candidates whose vision does not exceed 20/100 in each eye and is correctable to 20/20).

Although you may not have done exceptionally well in high school, if you earned 11 or more acceptable units of credit ("C" or better) in college preparatory subjects, you may still qualify for entrance to the Prep School. At least three of these units must have been in English and two in college prep math. Credits in chemistry and physics are desirable but not mandatory.

When screening a record for admission to Prep School, the Admissions Officer at Annapolis is searching for a positive indication of an applicant's ability to do college level work. A young man who left college because of academic failure or with low grades has a relatively poor chance of being accepted unless he

**SUMMER AMPHIBS** — Three midshipmen arrive at USS Plymouth Rock (LSD 29) for their summer training cruise.

—Photo by PH1 Dave Wilson.



later earned acceptable grades or has a good explanation for his performance.

The NAPS program is specifically designed to prepare young men academically, militarily and physically for entrance to Annapolis. The selectivity for the program is such that most of the students selected for admission are able to qualify for Annapolis after completion of nine months at NAPS. In fact, each year approximately one-tenth of the class entering the Academy receive training at NAPS.

Be sure and submit your application before the 30 May deadline unless you are at recruit training, which allows you an extension until 15 July. If you currently possess a nomination to Annapolis or are able to obtain one you may apply as late as 1 August. The application format is outlined in detail in the BuPers Notice.

If you feel you have the ability, you may be just the man the Navy's looking for. See your Educational Services Officer or Career Counselor and get all the details.

## Traveling Space-Available Can Often Be a Sometime Thing—With Problems

If you or your family are planning to try to save money by flying space-available on military aircraft between the U. S. and overseas, the best advice is: don't.

If you do, be ready for a long, long wait at the terminal.

For that matter, if you're traveling on leave, save enough money to get back to your duty station by commercial transportation. If you count on space-available flights, you may wait so long that you end up on UA.

The backlog of eligible people waiting for flights has caused delays of days or weeks, according to the Air Force, which administers the Military Airlift Command (MAC).

Passengers who use space-available transportation "must understand that such travel is undertaken at their own risk," says an Air Force spokesman, "and that neither the government nor MAC is responsible for continuing them to destination or providing a means for their return to point of origin."

Major problems — such as unauthorized absence — arise when servicemen fly overseas to MAC stations and then are unable to get on a return flight within a reasonable time. That's one reason servicemen on leave are required to have enough money for commercial transportation before they leave their duty station.

Dependents who travel to the continental U. S. in emergencies often find it necessary to spend several days — sometimes weeks — waiting for space to return overseas. The costs of food and lodging for such a wait can mount up to a considerable sum, perhaps more than the price of a commercial ticket.

If you're traveling on ordinary leave, you're at the bottom of a long precedence list for available seats.

Ahead of you are servicemen and others on leave in connection with family emergencies, and student dependents of overseas-based servicemen.

You'd be well advised to buy a commercial ticket. You may get home weeks earlier.

## Bronze Stars on Vietnam Service Medal Determined by Campaigns

A printer's error in the list of campaigns for eligibility for bronze stars on the Vietnam Service Medal (ALL HANDS, October 1969, p. 50) may have caused some bewilderment.

As the list was published, the dates for the Vietnamese Counteroffensive Phase II were the same as those for Phase III: 1 Jun 1967 - 29 Jan. 1968.

Phase II should have been dated 1 Jul 1966 - 31 May 1967.

As noted in the October article, you are entitled to one bronze star on the Vietnam Service Medal for each of the designated campaigns during which you served in the combat zone. Here (if our esteemed printer is cooperative) is the correct list of campaigns:

Vietnam Advisory Campaign	15 Mar 1962 - 7 Mar 1965
Vietnam Defense Campaign	8 Mar 1965 - 24 Dec 1965
Vietnamese Counteroffensive Campaign	25 Dec 1965 - 30 Jun 1966
Vietnamese Counteroffensive Phase II	1 Jul 1966 - 31 May 1967
Vietnamese Counteroffensive Phase III	1 Jun 1967 - 29 Jan 1968
Tet Counteroffensive	30 Jan 1968 - 1 Apr 1968
Vietnamese Counteroffensive Phase IV	2 Apr 1968 - 30 Jun 1968
Vietnamese Counteroffensive Phase V	1 Jul 1968 - 1 Nov 1968
(no name established)	2 Nov 1968 to a date to be announced

## Obligated Service for Naval Aviators And Flight Officers Increased by Year

Planning to try for wings of gold? You might take note of these new rules affecting prospective Naval Aviators and Naval Flight Officers:

- The obligated service requirement after graduation from the flight training program has been changed from three and one-half to four and one-half years, effective 1 Jan 1970. Obligated service for Naval Flight Officers, however, remain at three and one-half years.

- Students who are dropped from either training course (except for physical or, in some cases, psychological reasons) must complete the same amount of active duty—four and one-half or three and one-half years—after disenrollment as successful candidates serve after graduation. Previously, dropped students were required to serve only 18 months after the date of disenrollment.

These are the only major changes to the flight and NFO training programs in the most recent directive on the subject, BuPers Inst. 1520.20D.

Other requirements for entering the programs remain the same. An applicant must hold a line commission (or be in an officer candidate program leading to a line commission) as ensign or above; be less than



26 years old; have a bachelor's degree; and pass the physical and other required tests.

Officers dropped from either program for physical reasons will be required only to complete their previously incurred active service, unless released early by the Navy. Those disenrolled for psychological reasons may be required only to complete their previously incurred service, if medical authorities so recommend and the Chief of Naval Air Training approves.

Anyone who is disenrolled for other reasons must serve the full four and one-half or three and one-half years after being dropped, or his previously incurred service, whichever is greater.

Further details on both programs, including a sample letter of application, are found in BuPers Inst. 1520 20D.

### Recent Notice Updates Instructions Concerning Special Vietnam Leave

You've agreed to extend your Vietnam tour, and your request for a special 30-day leave has been approved.

Before you take the leave, and before your extension goes into effect, your unit is ordered withdrawn. Do you depart with your unit?

Are you still entitled to the special leave?

The answers to these and related questions are contained in BuPers Notice 1050 (13 Oct 1969), which updates basic instructions on special leave for Navy-men who extend their tours in a hostile fire zone.

First, here's a summary of the basic directive on this subject, BuPers Inst. 1050.9 series:

- If you voluntarily extend your tour in a hostile fire area for six months or more, you may receive a special 30-day leave, plus round-trip transportation at government expense, to and from the leave point you select.

- To be eligible for the special leave, you must be permanently stationed in the hostile fire area for 12 consecutive months, or be permanently assigned to an unaccompanied 12-month Southeast Asia tour and regularly engaged in operations in a hostile fire area. (This includes service on board ships toured for 12 months, not counting special leave and travel time, contiguous waters, even though the home port is outside Vietnam.)

- After serving in the hostile fire area for six months, you may agree in writing to serve an additional six months, not counting special leave and travel time, with the extension to become effective at the end of your regular 12-month tour.

- If you do not have sufficient obligated service to complete an extended tour, you may reenlist or agree to extend your enlistment. Either way, you must have at least eight months of obligated service following your normal tour completion date. This allows for the six-month extension plus special leave and travel time.

- Your request for tour extension and special leave is submitted to the Bureau of Naval Personnel (Pers-B1211 for officers; Pers-B211RVN for enlisted), fol-

lowing the format prescribed in BuPers Inst. 1050.9 series. Your request should be submitted to arrive in BuPers no later than four months before your normal tour completion date.

- Your request for an extension will not be approved if you're serving in the hostile fire area on a temporary basis, when there is no reasonable assurance that the extension would actually be served in the hostile fire area, or if a previous extension by you had been canceled.

- If BuPers approves your request, you may be granted the special leave, plus transportation, to virtually any single place you choose. (Of course, you must rule out leave in overseas areas restricted to military travelers.)

- You must take the special leave in one increment sometime during the period 90 days before, to 30 days after, your normal tour completion date. However, if operational requirements dictate otherwise, the special leave may commence anytime up to 60 days after your normal tour completion date.

- The special leave and travel time amount to time off not charged to your leave account.

And now, here are the amplifying instructions contained in BuPers Notice 1050 (13 Oct 1969).

If your extension is approved but you are transferred from Vietnam as part of a unit before serving the full extension, you'll be entitled to the special leave in either of two situations:

- You already completed the leave or are taking it at the time of your unit's transfer.

- You have completed your 12-month tour and are



## bulletin board

actually serving your extension at the time your unit is transferred.

However, if your extension is approved and you are transferred with your unit before completing your 12-month tour, your extension will be canceled and you will no longer be eligible for the special leave (assuming you hadn't already taken it).

Administrative and other details on this subject are contained in BuPers Inst. 1050.9 series and BuPers Notice 1050 (13 Oct 1969).

### List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Big Bounce* (WS) (C): Drama; Ryan O'Neal, Leigh Taylor-Young.

*Guns of the Magnificent Seven* (WS) (C): Western; George Kennedy, James Whitmore.

*The Prime of Miss Jean Brodie* (C): Comedy Drama; Maggie Smith, Robert Stephens.

*The Extraordinary Seaman* (C): Comedy; David Niven, Faye Dunaway.

*Heaven With a Gun* (WS) (C): Western; Glenn Ford, Carolyn Jones.

*Hell in the Pacific* (WS) (C): Drama; Lee Marvin, Toshiro Mifune.

*Death of a Gunfighter* (C): Western; Richard Widmark, Lena Horne.

*Eye of the Cat* (C): Suspense Drama; Michael Sarrazin, Gayle Hunnicut.

*The Valley of Gwangi* (C): Adventure Drama; James Franciscus, Gila Golan.

*The 1000-Plane Raid* (C): Adventure Drama; Christopher George, Laraine Stephens.

*Dead Run* (C): Drama; Peter Lawford, George Geret.

*Ghosts—Italian Style* (C): Comedy; Sophia Loren, Vittorio Gassman.

*100 Rifles* (C): Western; Jim Brown; Raquel Welch.  
*Where It's At* (C): Comedy Drama; David Janssen, Robert Drivas.

*Popi* (C): Comedy Drama; Alan Arkin, Rita Moreno.

*Goodbye, Columbus* (C): Drama; Richard Benjamin, Ali MacGraw.

*The Illustrated Man* (WS) (C): Science Fiction; Rod Steiger, Claire Bloom.

*Romeo and Juliet* (C): Romantic Tragedy; Olivia Hussey, Leonard Whiting.

*True Grit* (C): Western; John Wayne, Glen Campbell.

*Hook, Line and Sinker* (C): Comedy; Jerry Lewis, Peter Lawford.

*Ice Station Zebra* (WS) (C): Adventure; Rock Hudson, Ernest Borgnine.

*Hard Contract* (WS) (C): Drama; James Coburn, Lee Remick.

*Decline and Fall of a Birdwatcher* (C): Comedy; Robin Phillips, Genevieve Page.

*Rascal* (C): Comedy; Steve Forrest, Bill Mumy.

*Where Eagles Dare* (WS) (C): Action Adventure; Richard Burton, Clint Eastwood.

*Those Daring Young Men in their Jaunty Jalopies* (WS) (C): Comedy; Tony Curtis, Susan Hampshire.

*On My Way to the Crusades, I Met a Girl Who* (C): Comedy; Tony Curtis, Monica Vitti.

*Hell's Belles* (C): Action Drama; Jeremy Slate, Jocelyn Lane.

*The Man From Nowhere* (WS) (C): Western; Giuliano Gemma, Corinne Marchand.

*The Shoes of the Fisherman* (WS) (C): Drama; Anthony Quinn, Oskar Werner.

*Dracula Has Risen From the Grave* (C): Drama; Christopher Lee, Rupert Davies.

*The Love Bug* (C): Comedy; Dean Jones, Michele Lee.

*2001: A Space Odyssey* (WS) (C): Science Fiction; Keir Dullea, Gary Lockwood.

*The Mad Room* (C): Drama; Stella Stevens, Shelley Winters.

*Before Winter Comes* (C): Drama; David Niven, Topol.

*The Learning Tree* (WS) (C): Drama; Kyle Johnson, Alexander Clarke.

### A Home Away From Home

Navymen who visit Washington, D. C., can find all the comforts of home at the Soldiers, Sailors, Marines and Airmens Club, a white, three-storied building only minutes from the Washington Monument, Lincoln Memorial, Smithsonian Institution and other historic landmarks in the Nation's capitol.

Founded in 1872 by a group of military officers' wives in Albany, N. Y., the nonprofit organization first was known as the Ladies Union School Mission Association, devoted to the "spiritual and temporal welfare of American men in arms."

Now located in Washington at 1015 L St., N. W., the club is always open and has accommodations for 205 active duty enlisted men. The comfortable lodging—for only \$2.50 a day—includes free showers, television room, recreation room, library, lounge and patio. Home-cooked meals are available at cost.

Time and money to support the SSMA Club are donated by service families. Mrs. Richard M. Nixon and Mrs. Melvin R. Laird are Honorary President and Vice President, respectively.

### Keep BuPers Advised of Your Advances In Language Proficiency, Educational Level

Earning an academic degree or increasing your proficiency in a foreign language may give you considerable satisfaction, but it will help you more professionally if you let the Chief of Naval Personnel know about it.

That's the essence of the message conveyed in BuPers Inst 1520.83C.

Using the format contained in the Instruction, each officer on active duty will submit a letter report to the Chief of Naval Personnel (Pers-N3125b) when:



- An additional degree is earned, or enough credits are earned to change his educational level.

- Proficiency in a new language is acquired, or a higher level of proficiency is reached, or the officer becomes aware of a loss of proficiency.

Inactive duty officers will continue to report education and language qualifications on the annual NavPers 1210/2 and submit transcripts to the Chief of Naval Personnel (Pers-N3125b).

The officer's file number, in each instance, should be included on the transcript.

### Extension Courses Offered

Two new correspondence courses are available to naval officers from the Air Force Extension Course Institute:

- *Management of Value Engineering, Volume 2* (ECI 6603). Recommended for Supply Corps officers who specialize in procurement.

- *Introduction to System or Project Management* (ECI 2900). Recommended for officers (LT and above) and civilians (GS-11 and higher) who are assigned to or have a potential assignment to a System/Project Management position.

To apply for either course, submit ECI Form 23 or the Navy Correspondence Course Application (NavPers 1550/4) to: Extension Course Institute, Air University, Gunter Air Force Base, Ala.

### Correspondence Courses

Eight new or revised courses are available from the Correspondence Course Center. One, Digital Computer Basics (NavPers 10441-A), is available to both officers and enlisted men and women. Here are the others:

#### Enlisted Courses

*Aviation Ordnanceman 1 & C* (NavPers 91662-2)

*Aviation Support Equipment Technician 1 & C* (NavPers 91411)

*Communications Technician (M) 1 & C* (NavPers 91561-B)

*Electronics Test Methods and Practices* (NavPers 91229)

*Tradesman 1 & C* (NavPers 91699-C)

#### Officer Courses

*Marine Navigation, Course I* (NavPers 10921-A)

*Principles of Naval Engineering, Part II* (NavPers 10508)

### New Library for Albany

In a ceremony befitting the occasion, Captain Allan P. Slaff, USN, commanding officer of the guided missile cruiser *USS Albany* (CG 10), officially "commissioned" the ship's new library.

The library consists of an upper and lower level, and contains 3000 volumes of both fiction and non-fiction. Subscriptions are held for over 40 different magazines and newspapers.

The new library adds to the many services available to the crew, such as the barber shop, modern laundry and dry-cleaning plant, a walk-in ship's store, a soda fountain, a clothing store and photo shop, all of which make *Albany* a veritable floating city.

The 19,400-ton *Albany*, with a crew of 1000-plus officers and men, is homeported in Mayport, Fla.



# Check Rate, Date on Seavey Segment A-70

**S**EAVEY MOTION continues to roll, and it's time to check your eligibility for a shore assignment based on the sea duty commencement cutoff dates (SDCD) listed in Seavey Segment A-70.

Several factors determine your eligibility. For instance, you must be serving on board "for duty" on the date in which a seavey segment goes into effect. In the case of Seavey A-70, the on board "for duty" date is established as 1 Nov 1969.

This means in order to qualify for the cutoff date for your rate and rating, you must have been serving on board your current permanent station, ship or unit in a for duty status (not temporary) as of 1 November.

There is an exception.

Those individuals caught up in a transfer brought about by Project 703—the decommissioning and inactivating of certain ships and activities—must be on board "for duty" in their new assignment before 20 Dec 1969.

If you have been advanced in rate or are scheduled to be advanced, your SDCC is still computed by the rate you held on 1 Nov 1969. However, if you have since been reduced in rate, your SDCC will be computed by the rate to which you were reduced. Individuals converting to another rating or NEC will have their SDCC based on their new rating.

Obligated service is another deciding factor for getting ashore. With the exception of certain rates, you must have an active duty obligation to at least May 1972. However, if your rate is preceded by an asterisk in the list below, then you need only obligate to July 1971. The difference is a result of insufficient numbers of petty officers and strikers in these ratings agreeing to extend their obligation for an assignment ashore.

Therefore, for Seavey A-70, their obligated service requirement for rotation ashore has been reduced to 14 months. Normally it's 24 months. Should you extend your enlistment to provide 14 months' obligated service for Seavey orders and then wish to cancel the extension, you may do so providing orders for shore

duty are not received by the end of October 1970 and, providing the extension has not gone into effect.

If you will notice, chief petty officers are not included in Seavey A-70. Effective 1 Oct 1969, their distribution and rotation was undertaken by the Bureau of Naval Personnel. The policies and guidelines governing their distribution (including projected sea tour lengths) is contained in Chapter 28 of the *Enlisted Transfer Manual*.

In addition, the Bureau plans to take over the detailing of seven ratings according to the following schedule: DK - 1 Dec 1969; AZ, AQ, FTB, MT - 1 Jan 1970; DT, PN - between 1 January and 30 Jun 1970. Individuals in these ratings will be informed of their distribution status by individual letter and through changes to Chapters 9 and 13 of the *TransMan*.

However, AQs, DTs and PNs will receive Rotation Data Cards (NavPers 767) which will be processed according to Seavey A-70 procedures as a backup during the transition period. For complete details on this segment of Seavey, refer to BuPers Notice 1306 of 30 Oct 1969.

Meanwhile, there are many requirements for volunteers for Recruiting Duty, Classroom Instructor Duty, and Recruit Company Commander Duty. If you are a career petty officer (E-5 or E-6) eligible for Seavey A-70 who can qualify for these types of duties, you are encouraged to apply for such an assignment when preparing your rotation data card. Eligibility requirements are contained in Chapters 4 and 5 of the *TransMan*.

Billets for Recruiting and Classroom Instructor Duty are available throughout the United States; Recruit Company Commander billets are available in San Diego and Great Lakes, and in Orlando, Fla. If you are accepted for any one of these assignments, you can expect to transfer in June 1970.

A last reminder: be sure that your Rotation Data Card (NavPers 767) is properly filled out and submitted to the appropriate distribution office (PAMI) no later than 20 Dec 1969 in order to be rotated by Seavey A-70 segment. Here are the cutoff dates:

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
BM1	Feb 63	RD3	Dec 64	GMM2	May 66	FTGSN	Feb 65	ETR3	Nov 66
*BM2	Feb 63	RDSN	Dec 64	GMM3	Jan 66			ETRSN	Nov 66
*BM3	Jun 64			GMMSN	Jan 66	FTM1	Dec 65		
*BMSN	Jun 64	ST1	Jun 65			FTM2	May 65	DS1	Jun 68
		STG2	Aug 65	GMT1	Apr 68	FTM3	May 65	DS2	Jun 67
QM1	Jun 62	STG3	Feb 65	GMT2	Apr 68	FTMSN	May 65	DS3	Jan 67
QM2	Jan 65	STGSN	Feb 65	GMT3	Apr 68			DSSN	Jan 67
QM3	May 65	STS2	Aug 65	GMTSN	Apr 68	MN1	Sep 67		
QMSN	May 65	STS3	Feb 65			MN2	Sep 67	RM1	Feb 67
		STSSN	Feb 65	GMG1	Mar 64	MN3	Sep 67	*RM2	Feb 67
SM1	Feb 62			GMG2	Jan 64	MNSN	Sep 67	*RM3	Feb 67
SM2	Feb 62	TM1	Jun 65	GMG3	Jan 64			*RMSN	Feb 67
SM3	Feb 62	TM2	Jun 65	GMGSN	Jan 64	ET1	Sep 67		
SMSN	Feb 62	TM3	Feb 66			ETN2	Jun 67	YN1	Dec 67
		TMSN	Feb 66	FTG1	Feb 65	ETN3	Jan 67	*YN2	Jun 68
RD1	Sep 65			FTG2	Feb 65	ETNSN	Jan 67	*YN3	Jun 68
RD2	Sep 65	GMM1	May 66	FTG3	Feb 65	ETR2	Jan 67	*YNSN	Jun 68



Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
*CYN3	Feb 67	ENFN	Aug 67	CECN	Jan 67	AX1	Sep 67	*AMH3	Sep 67
*CYSN	Feb 67					*AX2	Sep 67	*AMHAN	Sep 67
PN1	Mar 68	MR1	Jun 65	EO1	May 66	*AX3	Sep 67	AME1	Sep 67
*PN2	Mar 68	*MR2	Sep 65	EO2	May 66	*AXAN	Sep 67	*AME2	Sep 67
*PN3	Mar 68	*MR3	Jan 66	EO3	May 66			*AME3	Sep 67
*PNSN	Mar 68	*MRFN	Jan 66	EOCN	May 66	AO1	Sep 67	*AMEAN	Sep 67
						*AO2	Sep 67		
SK1	Jan 65	BT1	Jul 62	CM1	May 66	*AO3	Sep 67		
SK2	Aug 67	BT2	Feb 65	CM2	May 66	*AOAN	Sep 67	PR1	Jan 68
SK3	Aug 67	BT3	Mar 62	CM3	May 66			*PR2	Jan 68
SKSN	Aug 67	BTFN	Mar 62	CMCN	May 66	*AQ1	Mar 67	*PR3	Jan 68
						*AQB2	Jul 67	*PRAN	Jan 68
CS1	Feb 65	BR1	Jun 64	BU1	Sep 66	*AQB3	Jul 67		
CS2	Sep 66			EU2	Sep 66	*AQBAN	Jul 67	AK1	Feb 68
*CS3	Jun 68	EM1	May 62	BU3	Sep 66	*AQF2	Jul 67	*AK2	Mar 68
*CSSN	Jun 68	*EM2	Nov 65	BUCN	Sep 66	*AQF3	Jul 67	*AK3	Mar 68
SH1	Jan 63	*EM3	Jul 65			*AQFAN	Jul 67	*AKAN	Mar 68
SH2	Dec 63	*EMFN	Jul 65	SW1	Sep 65				
SH3	Nov 62	IC1	May 62	SW2	Sep 65	ABE1	Sep 67	AS1	Dec 67
SHSN	Nov 62	*IC2	Dec 64	SW3	Sep 65	*ABE2	Sep 67	*ASE2	Dec 67
		*IC3	Dec 64	SWCN	Sep 65	*ABE3	Sep 67	*ASE3	Dec 67
JO1	Jun 68	*ICFN	Dec 64	UT1	Mar 66	ABEAN	Sep 67	*ASEAN	Dec 67
JO2	Jun 68			UT2	Mar 66			*ASH2	Dec 67
JO3	Jun 68	SF1	Jun 63	UT3	Mar 66	ABF1	Jun 67	*ASH3	Dec 67
JOSN	Jun 68	SFM2	Feb 66	UTCN	Mar 66	*ABF2	Dec 66	*ASHAN	Dec 67
		SFM3	Feb 66			*ABF3	Jun 67	*ASM2	Dec 67
PC1	Apr 66	SFMFN	Feb 66	ADR1	Jan 68	*ABFAN	Jun 67	*ASM3	Dec 67
PC2	Apr 66	SFP2	Feb 66	*ADR2	Jan 68			*ASMAN	Dec 67
PC3	Jun 66	SFP3	Feb 66	*ADR3	Jan 68	ABH1	Sep 67		
PCSN	Jun 66	SFPFN	Feb 66	*ADRAN	Jan 68	*ABH2	Sep 67	HM1	Oct 67
						*ABH3	Sep 67	HM2	Oct 67
LI1	Dec 67	DC1	Mar 64	ADJ1	Sep 67	*ABHAN	Sep 67	HM3	Feb 68
LI2	Dec 67	*DC2	Jul 66	*ADJ2	Sep 67			HN	Feb 68
LI3	Dec 67	*DC3	Jun 66	*ADJ3	Sep 67	AE1	Sep 67		
LISN	Dec 67	*DCFN	Jun 66	*ADJAN	Sep 67	*AE2	Sep 67	DT1	Jun 68
						*AE3	Sep 67	DT2	Jun 68
MM1	Oct 62	EA1	Sep 67	*AT1	Sep 67	*AEAN	Sep 67	DT3	Jun 68
MM2	Sep 65	EA2	Sep 67	*ATR2	Sep 67			DN	Jun 68
MM3	Apr 62	EA3	Sep 67	*ATR3	Sep 67	AMS1	Sep 67		
MMFN	Apr 62	EACN	Sep 67	*ATRAN	Sep 67	*AMS2	Sep 67	SD1	Oct 64
				*ATN2	Sep 67	*AMS3	Sep 67	SD2	Oct 64
EN1	Jan 64	CE1	Jan 67	*ATN3	Sep 67	*AMSAN	Sep 67	SD3	Aug 65
EN2	Sep 66	CE2	Jan 67	*ATNAN	Sep 67			TN	Aug 66
EN3	Aug 67	CE3	Jan 67			AMH1	Sep 67		
						*AMH2	Sep 67	NEC 5332	Jun 66

\* If your rate is preceded by an asterisk (\*), you need only obligate to July 1971.

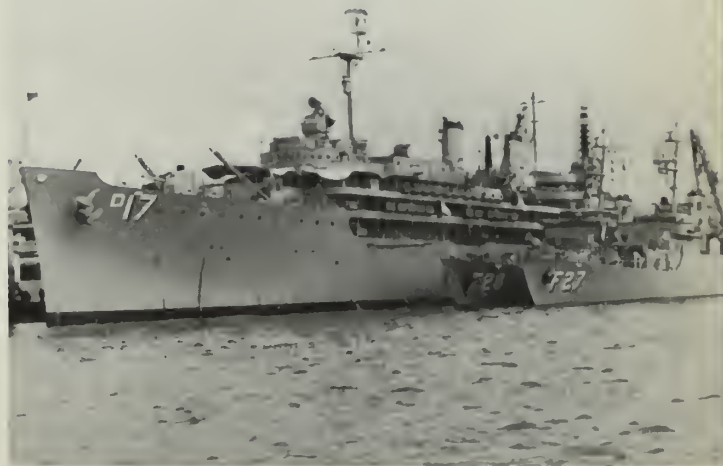
## Distribution of all DKs and Strikers Now BuPers Function

All rated disbursing clerks and DK strikers are now being detailed by the Chief of Naval Personnel in Washington, D. C. The shift in assignment writing, from the Commanders in Chief and Enlisted Personnel Distribution Offices, commenced on 1 December.

The move called for all DKs to submit a NavPers 1306/34 Duty History and Preference Card to the Bureau by 30 September if they wished to have their next duty assignment preferences considered. Individuals without preference cards on file in BuPers will be assigned on a needs-of-the-service basis.

NavPers 1306/34, actually a preference card for pay grades E-7 through E-9, should be used until a duty history and preference card for all enlisted personnel can be issued.

For detailed information on the centralization of the DK rating, refer to BuPers Notice 1306.



## Revised Designator Codes for Officers

**T**HE FOUR-DIGIT designator codes that tell everything about an officer's specialty and status have been revised.

BuPers Notice 1210 of 21 Oct 1969, which canceled BuPers Instruction 1210.14, made these major changes to the designator system:

- A new fourth digit—4—to designate a Naval Reserve officer whose permanent status is as an enlisted man.

- Deletion of the 138x (balloon pilot) category.

- Consolidation of the 153x (aeronautical engineering, meteorology) and 167x (special duty, hydrography) designators into a new classification: 18xx, special duty (geophysics). Former 153x officers will be designated 181x—special duty (meteorology); and former 167x specialists will be given the number 182x—special duty (oceanography/hydrography).

- Addition of the following new designators (some

of which have been in use for some time, but hadn't yet appeared in the official list):

193x—unrestricted line officer under instruction for the Medical Service Corps.

168x—special duty officer (general administration). This designator is open only to inactive duty Naval Reserve officers.

616x—LDO (explosive ordnance disposal).

657x—LDO (communications).

716x—warrant Explosive Ordnance Disposal Technician.

757x—warrant Naval Communicator.

For easy reference, here are the current officer designators. The "x" in each designator is replaced by one of the fourth digits listed at the end of the article, depending on the officer's status. For example, a Regular limited duty officer (operations) whose permanent status is warrant holds the designator 6011.

### Unrestricted Line

110x	Unrestricted line officer
131x	Unrestricted line officer qualified as a pilot of heavier-than-air or heavier- and lighter-than-air aircraft.
132x	Unrestricted line officer, a member of the aeronautical organization, who is a flight officer
135x	Unrestricted line officer, a member of the aeronautical organization, who is not a pilot or flight officer
137x	Unrestricted line officer in training for duty as flight officer
139x	Unrestricted line officer in training for duty as pilot

### Unrestricted Line—Prospective Staff Corps

190x	Unrestricted line officer under instruction for Nurse Corps
191x	Unrestricted line officer under instruction for Medical Corps
192x	Unrestricted line officer under instruction for Dental Corps
193x	Unrestricted line officer under instruction for Medical Service Corps
194x	Unrestricted line officer under instruction for Chaplain Corps
195x	Unrestricted line officer under instruction for JAG Corps

### Restricted Line

140x	Engineering duty officer (ship engineering)
170x	Engineering duty officer (ordnance engineering)
151x	Aeronautical engineering duty officer (aeronautical engineering)
152x	Aeronautical engineering duty officer (aviation maintenance)
161x	Special duty officer (cryptology)

163x	Special duty officer (intelligence)
164x	Special duty officer (photography)
165x	Special duty officer (public affairs)
168x	Special duty officer (general administration)*
18xx	Special duty officer (geophysics)
181x	Special duty (meteorology)
182x	Special duty (oceanography/hydrography)

\*Approved for inactive duty Naval Reserve officers only.

### Line—Limited Duty Officers

600x	LDO (deck)
601x	LDO (operations)
615x	LDO (ordnance)
616x	LDO (explosive ordnance disposal)
620x	LDO (administration)
623x	LDO (data processing)
626x	LDO (bandmaster)
630x	LDO (engineering)
635x	LDO (hull)
637x	LDO (electrician)
640x	LDO (electronics)
646x	LDO (cryptology)
657x	LDO (communications)
660x	LDO (aviation operations)
661x	LDO (aviation control)
662x	LDO (air intelligence)
663x	LDO (photography)
665x	LDO (meteorology)
670x	LDO (aviation ordnance)
680x	LDO (avionics)
685x	LDO (aviation maintenance)

### Staff Corps

210x	Medical Corps officer
220x	Dental Corps officer
230x	Medical Service Corps officer
250x	Judge Advocate General's Corps officer



290x Nurse Corps officer  
 310x Supply Corps officer  
 370x LDO, Supply Corps  
 410x Chaplain Corps officer  
 510x Civil Engineer Corps officer  
 570x LDO, Civil Engineer Corps

#### Warrant

711x Aviation Operations Technician  
 713x Boatswain  
 714x Operations Technician  
 716x Explosive Ordnance Disposal Technician  
 721x Aviation Ordnance Technician  
 723x Surface Ordnance Technician  
 724x Ordnance Control Technician  
 733x Underwater Ordnance Technician  
 734x Mine Warfare Technician  
 741x Aviation Maintenance Technician  
 743x Machinist  
 745x Aviation Control Technician  
 754x Electrician  
 757x Naval Communicator  
 760x Aviation Boatswain  
 761x Aviation Electronics Technician  
 762x Air Intelligence Technician  
 764x Communications Technician

766x Electronics Technician  
 774x Ship Repair Technician  
 782x Ship's Clerk  
 783x Data Processing Technician  
 785x Bandmaster  
 798x Supply Clerk  
 817x Medical Service Warrant  
 818x Dental Service Warrant  
 821x Aerographer  
 831x Photographer  
 849x Warrant Officer Civil Engineer Corps

#### Fourth Digits

- 0—Regular Navy, permanent grade ensign or above.
- 1—Regular Navy, permanent status warrant.
- 2—Regular Navy, temporary officer, permanent status enlisted.
- 3—Regular Navy, on the retired list.
- 4—Naval Reserve, permanent status enlisted.
- 5—Naval Reserve, except as noted under 4, 6 and 7.
- 6—Naval Reserve, appointed in the Naval Reserve Integration Program from enlisted status.
- 7—Naval Reserve, on active duty in TAR Program (even if rotated to other than TAR billets).
- 8—(not used).
- 9—Naval Reserve, on the retired list.

### New Officer Designator Established For Specialists in Geophysics

A requirement for officers with backgrounds in the environmental sciences has resulted in establishment of the new Geophysics (18XX) category.

It consists of two subcategories — Meteorology (181X) and Oceanography/Hydrography (182X).

BuPers Notice 1120 (18 Sep 1969) gave background on the subject and application procedures.

In general, any officer on active duty (except a Temporary Active Reservist) is eligible.

Here's a summary of the Notice:

#### Meteorology

Since the Navy already has meteorology specialists in the Aeronautical Engineering Duty Officer (153X) category, these officers simply receive a change in designator to Geophysics (181X). Likewise, all billets formerly designated 153X are switched to 181X.

Other qualified officers who wish to transfer to the 181X designator should refer to BuPers Inst. 1120.33 series and BuPers Inst. 1210.12 series, and to article 1020120 of the *BuPers Manual* (article C-1105A of the old *Manual* if your station does not have a copy of the new one).

The educational and experience qualifications for a meteorology designator are the same for 181X as they were for 153X.

#### Oceanography and Hydrography

Staffing this category is more complicated. Previously, unrestricted line officers who were qualified as oceanographers and hydrographers served as subspecialists in these fields to meet some of the requirements.

However, the number of these subspecialists did not meet the demand, and anyway, the officers concerned had to keep up with their primary specialties.

This meant that service in the subspecialties could be accomplished only between operational tours of sea duty. The new 182X category is intended to resolve the problem.

(But a need remains for subspecialists to serve in billets closely associated with the 182X specialties. Therefore, billets which do not require the degree of total specialty experience possessed by special duty officers will continue to be staffed with subspecialist officers in the Oceanography (8703P) and Hydrography (8704P) categories.)

Although an officer with any designator can apply and be considered, those with the following qualifications are primarily considered for 182X:

- Graduate of an accredited college or university with a degree in oceanography, geophysics, photogrammetry, geodesy, or engineering (with emphasis on survey engineering for hydrography or ocean engineering for oceanography), or graduate study.
  - Operational experience at sea or in an oceanography or hydrography billet for at least two years.
- It is expected that these types of billets will be identified for 182X:
- Research and development.
  - Oceanographic forecasting.
  - Commanding officer of oceanographic detachments (usns ships).
  - Mapping, charting and geodesy.
  - Instructor.
  - Administration of Navy Oceanographic Program.

# Letters to the Editor



## Duty Station Information

SIR: I am assigned as a general orientation officer at a recruit training command. Recruits often ask me for information on their future duty stations, particularly on housing.

I'd like to establish a reference library of pamphlets on CONUS stations in the recruit library. Could you help me gather materials, short of writing to hundreds of individual stations?—CWO2 H. M. S., USN.

• *It's a good idea. In fact, it's already been done.*

The Family Services Center on your base, like all the other centers in the Navy, does its best to keep a complete library of up-to-date information brochures and related materials on housing, schools, recreational facilities, services and general living conditions at naval activities in the U. S. and abroad. All materials are available for reference or loan.

In addition, people at the Center can help Navymen to phone or write their new duty stations to obtain personal copies of information materials.

A man on shipboard, or at a station without a Family Services Center, may get information on his prospective duty station by writing either to the Center at his new station or to the Chief of Naval Personnel (Pers-G2d), Navy Department, Washington, D. C. 20370.—Ed.

## Still No Star on First PUC

SIR: While reading a back issue of ALL HANDS, I came across an item that didn't ring true. I refer to the May 1969 issue, and the letter which asked whether a bronze star accompanies a first award of the Presidential Unit Citation ribbon.

You replied that "... no directive exists authorizing a bronze star to be worn on the ribbon for a first award of the Presidential Unit Citation."

I'm not so sure about that. Check the old (1861-1948) Awards Manual,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

which stated: "When a unit has received the Presidential Unit Citation, all personnel of the unit cited . . . shall wear the ribbon with star permanently."—LT R. J. G., USNR.

• *It's true that a star once accompanied the first award of the PUC. However, in the letter to which you refer, we were asked a now question. And we gave a now answer.*

And now, here it is again. No directive exists (now exists, if you wish) which authorizes a bronze star to be worn on the ribbon for a first award of the PUC. The ribbon alone is worn for the first award. One bronze star may be added to the ribbon for each additional PUC awarded, and a silver star may be added in lieu of five bronze stars.

The current directive on this is the current "Awards Manual."—Ed.

## Former Enlisted Insignia

SIR: Is there a uniform device or insignia worn by an officer to indicate he previously served as an enlisted man?

If not, is such a device under consideration?—ENS R. J. R., USNR.

• *The BuPers expert on this subject answered no to both questions. However, if you earned a Good Conduct Medal (awarded only to enlisted men and women), you would continue to wear the ribbon or medal, as appropriate, on your officer uniform.—Ed.*

## New PO1 Uniform

SIR: I am due to be advanced to PO1 soon, and have a question about the uniform changes coming about for Navymen.

Will 1st class POs be wearing the two-tone blue replacement uniform for undress blues, undress whites and dungarees, or will they be wearing a working uniform similar to the new E-6 uniform shown in the May 1969 ALL HANDS?—TD2 R. J. M., USN.

• *You'll be wearing the "two-tone blue" uniform AND undress blues and undress whites. Then, perhaps sometime in the next few years, you might be authorized to wear a uniform similar to the one we showed in the May issue.*

The two-tone uniform, officially called the Navy Working Dress uniform, will replace ONLY dungarees, not undress blues or whites. The undress uniforms will remain proper for wear in all circumstances in which they're authorized now. However, the new uniform is designed to be acceptable in many of the same situations — such as commissaries and Navy Exchanges — in which you must now wear undress outfits, besides being adapted for the dirty work for which you now use dungarees. All PO1s and below will be issued the Working Dress uniform after the supply system has stocked enough of them — which is expected to be around January 1971.

However, the proposed new uniform for PO1s is a situation of a different color. The Navy Uniform Board can't say when — or even if — such a uniform may be approved. The prototype shown in the May ALL HANDS is an experimental model, still in the design and testing stage. It has not received anything like final approval; in fact, several minor changes have been suggested by various people since the story was published, such as a patent-leather bill for the cap, a plain band



without the words "U. S. Navy," modifications to the jacket, and so on. The uniform, like any experimental ship or aircraft, is still in a state of constant change. What features will finally be approved — if the uniform is approved at all — is anyone's guess.

The last paragraph of the May article on the proposed PO1 uniform is still true:

"This is by no means the final uniform. Changes may be made to all or part of the uniform as the reaction tests continue. This uniform is a long way from being ready for issue to the Fleet, and it will get further thorough testing and official approval and then take over a year to manufacture and stock."—ED.



Band of Commander Sixth Fleet plays during replenishment.

### Aviation Greens May Be Worr.

SIR: Uniform Regulations makes it clear that chief petty officers designated as aviation pilots must possess the aviation green working uniform, that is, cap cover, coat and trousers.

The *Regs* also says—and this is not so clear—that the aviation green uniform is "optional for other chief petty officers assigned to duty in aviation commands."

Interpretation of this has resulted in some disagreement among the chiefs at my aviation command. Specifically, what is meant by "other chief petty officers"?

I say all chiefs assigned to an aviation command—such as an aircraft carrier or air station—have the option of wearing the aviation green working uniform. Others say that only chiefs in aviation ratings should wear aviation greens.

What does *Regs* really mean?—YNC R. G., USN.

• The article you cite (0611) makes no distinction between chiefs in general and those in aviation ratings. Therefore, any chief who works at an aviation activity may wear the aviation green working uniform when it is prescribed for aviators and chiefs in aviation ratings.

Article 0144 of the "Regs" has more on this: Aviation greens should be worn "when engaged in work at aviation activities, flying or on board vessels servicing aircraft, or at ad-

vanced bases, when authorized by the senior officer present."

In other words, the "Regs" means exactly what it says, and your interpretation is essentially correct.—ED.

### More on Pennsylvania Bonus

SIR: You made an error in your articles on state bonuses for Vietnam veterans in the April and November 1969 issues.

In both articles, you said that to be eligible for the Pennsylvania bonus, a veteran must have been honorably separated from active duty.

In fact, veterans who are still on active duty are eligible, too.

I know because I'm a Pennsylvania resident on active duty, and I've received the bonus.—LCDR W. E. H., SC, USN.

• You're right. Members of the armed forces on active duty are eligible.

Here's the official word from the Pennsylvania Vietnam Conflict Veterans' Compensation Bureau:

"In general all Pennsylvanians who served honorably in the Armed Forces of the United States in Vietnam, and have received the Vietnam Service Medal are entitled to the bonus payment. In the event of the veteran's death his compensation will be paid

to his wife, his children or his parents."

Men or women still on active duty, as well as those honorably separated, are eligible to receive the bonus. It is paid at a rate of \$25 for each month of Vietnam service. The maximum payment is \$750 for living veterans or \$1000 for eligible beneficiaries of deceased veterans.

Compensation is paid for Vietnam service starting 1 Jul 1958 and ending at the cessation of hostilities.

Anyone who earned the Vietnam Service Medal during that time is eligible for the bonus if he was registered with Selective Service in Pennsylvania and entered service from that state, or if he gave a Pennsylvania address as his home of record when entering the service—providing he didn't receive a less-than-honorable discharge or separation.

Veterans who have left the service must submit a certified copy of their Report of Separation, Form DD-214. Those still on active duty must provide a certificate signed by their CO or personnel officer, attesting to their Vietnam service.

Detailed information and application forms are available from the Vietnam Conflict Veterans' Compensation Bureau, Commonwealth of Pennsylvania, Harrisburg, Pa. 17120.

Thank you for correcting our omission.—ED.



**DOUBLE DUTY**—Fast combat support ship USS Sacramento (AOE 1) passes fuel to USS Kitty Hawk (CVA 63) and destroyer USS Everett F. Larson (DD 830) while underway in Pacific waters.

### Reserve Retirement Points

SIR: I've always been under the impression that it's to the Naval Reservist's advantage to build up as many retirement points as possible either through active duty training, by attending meetings regularly, or through completion of correspondence courses.

Now, I'm not so sure. Someone has told me that I may not receive credit for some of the courses I've been taking. Is this possible?—GMGC H. R., USNR.

• It just might be, depending upon how many courses you've taken that are creditable and on the number of points you may have accumulated through other means.

In determining the maximum number of creditable retirement points that may be earned in an anniversary year, it is first necessary to make a distinction between how the retirement points are earned. There are two basic methods, (1) through active duty or active duty for training, and (2) through other means of earning retirement points in accordance with "BuPers Manual," Article 3860520.

These "other means" include:

- Authorized drills.
- Periods of equivalent instruction or appropriate duty.
- Completion of authorized correspondence courses, and
- Gratuitous points (15) for each

anniversary year of membership in a Reserve component.

For retired pay purposes, points credited for service must not exceed 60 points per anniversary year when they are earned outside of time spent on active duty or active duty for training. If you wish to add this "outside" accumulation to any points earned on active duty or active duty for training, the total may not exceed 365 points in a normal year or 366 points in a leap year.

For example, if you performed 30 drills and completed a correspondence course worth 12 retirement points in an anniversary year, your creditable retirement points would be broken down like this:

30 drill points  
15 gratuitous points  
12 correspondence course points  
57 total creditable retirement points

On the other hand, if you performed 45 drills and completed the same correspondence course in an anniversary year, you would be credited with 45 drill points and 15 gratuitous points for a total of 60 retirement points. The 12 retirement points normally creditable for completing the correspondence course would not be creditable in this case since 60 retirement points is the maximum that can be credited in an anniversary year, excluding those points earned for active duty and active duty for training.

Let's assume that in both of the

above examples, you performed 14 days of active duty for training during the anniversary year. Then, the total number of creditable retirement points in the first case would be: 30 drill + 15 gratuitous + 12 correspondence course + 14 active duty for training = 71 total creditable retirement points. In the second case, your total creditable retirement points would be 74, derived by adding the drill, gratuitous and active duty for training points.

Judging from these examples, it can be seen that there is a 60 point maximum limit for retirement points earned in any manner other than for active duty or active duty for training, and a 365 (or 366) point maximum for any combination toward retirement.—Ed.

### Another Square-Rigged Sub

SIR: Among the letters to the editor in the August 1969 issue of ALL HANDS was an item concerning a square-rigged submarine. You might be interested in a Soviet version of the story that occurred during World War II:

Early in April 1942, a Soviet Shchuka class small submarine under the command of a Lieutenant Fedor A. Vidyayev had conducted a successful attack against a German transport deep in a fjord of northern Norway. After enduring six hours of depth-charging by the escorts, the submarine gave them the slip. As it surfaced for



a high speed run to its home port after night had fallen, it was shaken by a heavy explosion.

Mined in the stern, the submarine was unmaneuverable and unable to dive. Hatches were warped. Both screws had been blown off. Only snow squalls prevented the nearby German shore batteries from discovering the Red sub and finishing it off. After jury-rigging a transmitter, a message requesting assistance was sent.

Not knowing how long it would take help to arrive, some way to get out of range of the still unsuspecting shore guns was sought. Someone remembered an icebreaker once had saved itself by rigging auxiliary sails. All hands turned to through the night with a will—every piece of sailcloth and tarpaulin that could be found was sewn together.

Rigged to the periscope, the sail began to move the submarine under cover of the snow. The range to shore

### Employment Preference

SIR: One of the CPOs in our Reserve unit wants to apply for federal employment. He has been in the Reserves for 20 years, but has never served on active duty. Is he eligible for Federal Employment Preference?—T. L. K.

• *No. Federal employment preference requires completion of active duty, and this does not include active duty for training.*—Ed.

increased from four to nine miles before the snow stopped and the sea became rough.

At noon the following day, another submarine was sighted on the horizon. It proved to be a larger Russian boat, dashing to the rescue. The heavy seas bumped the boats together and parted cables as the Russians tried to tow Vidyayev's command to safety. After

three hours of hard work, further efforts were made impossible by the Germans, who finally discovered the subs.

Personnel quickly were transferred to the would-be rescuer, using an extended bow plane as a bridge. With all hands clear, the *Shchuka* was torpedoed and sunk by her sister sub.

Despite four separate efforts by the Germans, the remaining Russian submarine, carrying LT Vidyayev and his hard-working crew as well, made home port safely. LCDR Vidyayev subsequently was lost while commanding another submarine, and a tender in today's Soviet Navy bears his name.—CDR T. G. M., USN.

• *Many thanks for your comments concerning the Soviet square-rigged submarine, Commander.*

*Normally, we restrict our subject material to the U. S. Navy, but we're certain your account of Shchuka will be read with interest.*—Ed.

### Passing the Buck

SIR: In my humble opinion, a situation exists today in this Navy that is growing to almost irreparable proportions. I would like to direct my comments to all persons in the Navy, both officers and petty officers.

It has been my longtime observation that we—as petty officers and officers—are guilty of buck-passing.

In an article entitled "Too Much Human Relations," Professor Malcolm McNair of the Harvard Business School states, "To a very large extent, we in management have become pure, simple, unadulterated hypochondriacs about morale." The article goes on to explain that, frequently, business failures can be attributed to excessive concern with human relations that causes an executive, in a position requiring the exercise of hardheadedness, to wallow in sentimentality and tender-mindedness in his attempts to be "fair" to his employees.

This military organization has to some extent become similarly afflicted. We are beginning to worry so much about people's feelings that judicious use of tough-mindedness has practically vanished from the scene. In re-

cent years we seem to have become obsessed with the "let's keep this one, big, happy family" idea in our approach to discipline. It has reached a point where many of our personnel seem to be willing to overlook faults in their juniors or bypass anything that may cause people to think that they are not "nice guys". It seems to me that no one wants to be considered a "bad guy" and the tendency to pass the buck of disapproval to someone higher up is steadily increasing. When you stop to think about it, just how high can the buck be passed? When Harry Truman was President, he had a sign posted in his office which read—THE BUCK STOPS HERE. Must it get that far?

The ultimate results of buck-passing are the inability to make any decisions at all and the eventual breakdown of both discipline and morale. We must stop this trend toward buck-passing by insuring that our people get the undiluted word.

When we are in a position where we should correct someone for a minor breach of military courtesy, we should correct him—it's our duty!

When we have a minor disciplinary problem that can be handled, legally, at our level of authority, we must handle it—it's our duty!

We may not be considered the personification of nice guys when we do these things, but we will be performing our duty and fulfilling our responsibilities. We are all in a military organization, not a popularity contest! We must be able leaders, not nice guys, to operate effectively and maintain discipline.

Of even more importance, we will be generating respect for ourselves and for military discipline and authority, thereby strengthening the organization of which we are members, the United States Navy.—PNC R. F. Faust, USN.

• *There are a number of people who will agree with you. We will throw the subject open for discussion in the Fleet. For a related report on the subject of leadership, see the article in the November 1969 ALL HANDS by Master Chief Petty Officer of the Navy GMCM Delbert D. Black, on page 20.*—Ed.



USS Defiance (PG 95), a newly commissioned gunboat, makes a trial run.

## Aviation Insignia

SIR: Assuming an officer has earned both insignia, is it permissible for him to wear the breast insignia for Naval Aviator at the same time he wears the insignia for Naval Flight Officer?

Uniform Regulations deals with this in article 0157, but its reference to categories of insignia seems confusing.

Which of the aviation insignia are considered to be in the same category?—LCDR R. P. S., USN.

• *Insignia in the aviation category are: Astronaut, Aviator, Aviation Observer and Flight Meteorologist, Aviation Experimental Psychologist and Aviation Physiologist, Balloon Pilot, Combat Aircrew (with battle stars), Flight Officer and Flight Surgeon.*

The "Uniform Regs" article you reference says only one of these may

*be worn at a time, or, to apply this to your question, you may wear one or the other but not both if you have earned the insignia for both Aviator and Flight Officer.*

An exception to the one-of-a-category rule applies to the insignia for Combat Aircrew (with battle stars), which may be worn in addition to one other aviation insignia.—Ed.

## Gold Hashmark Club Privileges

SIR: I would like to come up with some ideas on establishing a Gold Hashmark organization that would offer additional recognition to its members. Any suggestions?—ENS A. A. K., CEC, USN.

• *Perhaps we can best advise you by reprinting an answer to a similar question asked ALL HANDS not long*

*ago. To the question—"Any suggestions?"—we recommended:*

*Go to the head of the mess line. Attach a special identification on your automobile, signifying special privileges on entering the naval compound. Avail yourselves of certain barbershop privileges.*

*These are some of the benefits enjoyed by Gold Hashmark club members at other commands. Depending on the situation at your command, they may or may not be appropriate.*

*There is no specific list of benefits that anyone who belongs to such a club might enjoy. In other words, it's up to each individual membership and the commanding officer to decide how the program is best tailored to meet local circumstances.*

*Your list of club privileges should be reasonable and appropriate. For example, a two-hour work week for Gold Hashmark club members would probably sound unreasonable to your CO. Head-of-the-line chow privileges he might go along with.*

*Make your club official, like the one organized at the Naval Training Center at Bainbridge, Md. Its members are guided by a neat, self-explanatory, one-page instruction, signed by the NTC Commander, which states, in part:*

*Purpose. To promulgate special privileges established as recognition for petty officers of this command entitled to wear gold lace service stripes and rating badges.*

*Background. The career Naviyman who maintains good conduct for a period of 12 consecutive years is permitted to wear gold lace service stripes and rating badge as an easily recognizable symbol that he has steadily and diligently pursued his career without receiving disciplinary action. It is felt that further recognition of the value of this type of career man is warranted, and that certain special privileges should be extended within this command.*

*Privileges. The following privileges are hereby established. . .*

• *Head of the line in Mess Hall: Currently extended to all POs, this privilege is extended to all holders of Gold 'H' cards.*

• *Open Gangways: Automobiles bearing the Gold 'H' decal shall be*

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Lexington (CV 2) — The 17th reunion will be held 15 to 18 July at the Netherland Hilton hotel, Cincinnati, Ohio. Contact Walter D. Reed, 5410 Broadway, Oakland, Calif. 94618 for details.*

• *uss Kidd Association—The 21st reunion of Destroyer Squadron 48 will be held at Saginaw, Mich., 5 to 9 August. Harrold F. Monning,*

*310 East 8th St., Kewanee, Ill. 61443, has the details.*

• *uss St Paul (CA 73)—Will hold her Silver Anniversary reunion on board ship at the U. S. Naval Station, San Diego, on 17 February. Anyone who has ever served aboard is invited. Contact CDR Ralph G. Spencer, USN, uss St Paul (CA 73), FPO San Francisco 96601, for details.*

• *uss Audrain (AKA 59)—Ship's crew who served aboard from 1944 to 46 are invited to a reunion to be held 3 through 5 July at Houston, Tex. Contact A. P. Wooten, 2219 LaMonte, Houston, Tex. 77018 for details.*



permitted to pass through Center gates without the occupant showing identification. However if security circumstances dictate that identification is necessary, it will be produced immediately as requested.

- **Barber Shop:** One chair shall be set aside at the enlisted barber shop for Gold 'H' cardholders, in uniform, Monday through Friday.

- No privilege authorized by this instruction shall be construed by any Gold 'H' card holder to mean that he will be allowed to supplant the privileges accorded senior petty officers.

- **Action.** Addressees will ensure that all qualified petty officers attached. . . are presented with the Gold 'H' card holder to mean that he

That's how it's done at NTC Bainbridge and aboard a few ships that sponsor Gold Hashmark Clubs. They are becoming increasingly popular throughout the Navy and have proven to be more effective and offer more prestige handled at the command level instead of service-wide sponsored.—ED.

## Comm Center Claims Most

SIR: Over the years, I've seen many letters to ALL HANDS which claim the fastest refueling, longest steaming, most landings, etc. Such claims invariably draw replies from units which long before had equaled or excelled the records claims.

I claim no records, but I would like to introduce the seldom-discussed category of communications, and, hoping to stimulate interest in this subject, present some work statistics for other comm centers to ponder.

The Communications Division at the Naval Support Activity, Saigon, averages 23,000 messages a month. Other than the undersigned, it does not have a petty officer above grade E-5, nor one with more than four years' experience, and consistently operates at manning levels below 75 per cent.

The watchstanders observe a 12-hour-on, 12-hour-off routine for their year-long tour, and, of course, the duty is in a combat zone.

In spite of these challenges, the comm center has not had a message nondelivery in more than six months and maintains an average circuit re-



**ON THE WAY** — Model shows how the F-14A will look when it joins the Fleet. The variable swing-wing aircraft will be equipped to fire Sidewinder, Sparrow, and Phoenix missiles. In addition, it will also have air-to-ground capability.

liability factor of 96 per cent.

We're proud of our comm center team.—RMC J. E. W., Jr., USN.

- The statistics you cite are here-with presented for review by the Fleet. Congratulations.—ED.

## Maximum Constructive Time

SIR: I thought that after some years of personnel work I knew all there was about constructive time. Now I'm told by someone who should know more than I, that no more than one year of constructive time may be used when computing service for transfer to the Fleet Reserve.

This limit on constructive time — if there really is one — is news to me. Can you steer me toward the reference?—PNC R. L. W., USN.

- Article 2630100 of the "BuPers Manual" is relevant, but you'll find nothing there about a limit on the constructive time one may use for transfer to the Fleet Reserve. There is no limit, as such, provided the constructive time is "legal."

By this we mean that the laws on retirement after 30 years of active service are not the same as those which govern transfer to the Fleet Reserve (so-called "20-year retirement"). Certain types of constructive time may be counted toward one, but do not apply to the other.

For 30-year retirement, you may include as constructive time only the periods of enlistments and term extensions you do not serve when you ship over early (up to three months

for each). These unserved periods also may be counted toward total service for transfer to the Fleet Reserve, but this is where the constructive time similarities end.

A minority enlistment may be counted as a full four years in total service for transfer to the Fleet Reserve, but not for retirement. And, six months or more may be counted as one full year toward total service for the Fleet Reserve, but not for retirement (thus the familiar "19 and six").

Perhaps your knowledgeable friend had this mixed up to mean something else.—ED.

## Breast Insignia

SIR: Are officers and chief petty officers authorized to wear dolphins and the recently approved SSBN Deterrent Patrol Insignia on the tropical khaki uniform at the same time?

My interpretation of the Uniform Regulations is that only one insignia is authorized to be worn on the naval uniform at a time, except when ribbons or medals are worn.—YNC(SS) J. H. W., USN.

- Your interpretation, Chief, is correct. According to Article 0157.1.b.(1), "Uniform Regulations" allows only one breast insignia to be worn except on uniforms prescribing the wearing of ribbons or medals.

When wearing medals or ribbons, more than one breast insignia may be worn in the manner described in that article. However, since medals and ribbons are not worn on the tropical khaki uniform, only one breast insignia may be worn.—ED.



Newly commissioned amphibious assault ship, USS New Orleans (LPH 11), sets sail for her first deployment.

## How to Accept An Award

SIR: I'll be receiving an award in a ceremony in the near future.

The last time I was in an awards ceremony, it proved to be awkward because I didn't know exactly when to salute, shake hands, or about-face.

Could you tell me the correct procedure for receiving an award at an inspection, when I'm called from ranks to go before the inspecting officer in front of all the company formations? When do I salute, advance, shake hands, put out my hand to receive the certificate, and so forth? —DK1 R. G. S., USN.

• We can't give you a hard-and-fast pattern to follow, because the specific procedures for an awards ceremony are largely left up to the judgment of the officer in charge. His duty is to arrange a smart, orderly, dignified presentation—but how he does it is up to him.

So if your last ceremony was confused, the blame probably rests on the officer or PO in charge of arrangements. He should have briefed you and the other honorees on how he wanted you to march and salute.

In general practice, such ceremonies usually go something like this:

If, as you describe, each individual is called from the ranks, he marches up to the officer presenting the award (stepping off in straight lines, turning square corners) and halts directly in front of the officer at an easy handshaking distance. He salutes, the officer returns the salute, and the man

stands at attention while the officer reads the citation. The officer then hands him the citation (or pins on the medal) and they shake hands. The man takes one step backward and salutes; the officer returns it; and the man makes an about-face and marches back to his place in ranks.

If a large number of men are receiving awards, they may be formed up as a separate unit in front of the presenting officer. He can call each man individually; each man then steps forward, salutes, hears the citation read, receives the award, shakes hands, salutes and returns to ranks.

Or if several are receiving the same award, the officer may read the citation and then step forward himself to present the award and shake hands. Probably in this case there would be no individual salutes, since all the honorees would remain in ranks. Instead, the officer would salute the whole group after all awards were presented.

Some of us have seen such mass ceremonies streamlined even further. One way is for the honorees to be formed in a separate unit, then to file past the officer rather than coming forward individually. Each man's name is called as he arrives before the officer. (Few, if any, citations are read in full.) The man salutes, receives his citation and a handshake, salutes again, and moves on. Each rank moves in a rectangle—to the right, forward, to the left past the officer, and back.

In any of these ceremonies, careful planning by the man in charge is a

necessity—and particularly in the last one, in which calling names in the wrong order could cause chaos.

If circumstances permit, it's good practice to have a rehearsal, during which everyone involved is given specific instructions on what to do when. It takes time and effort—but it's well worth while if it leads to a smooth ceremony without embarrassment, mistakes and confusion.

As for you, if you don't receive any specific instructions, just march tall, salute before and after, and accept any handshakes you're offered. Congratulations.—Ed.

## Recruiting Officer

SIR: In reading your article, *The History of Naval Recruiting*, in the September (1969) issue of *ALL HANDS*, I noted with interest a poster at the bottom right of page 23. The poster as shown would indicate that it was displayed in New Berne, N. C., on 2 Nov 1863. The curious part is, of course, that New Berne was in the Confederate States of America between 1861 and 1865.

This then poses the questions: Is this a Confederate poster? Are the dates in error? Or, did the U. S. Navy recruit in the CSA? If so, openly?

If you could clear up these nagging questions, I would be grateful.—Col. D. G. S., USMC.

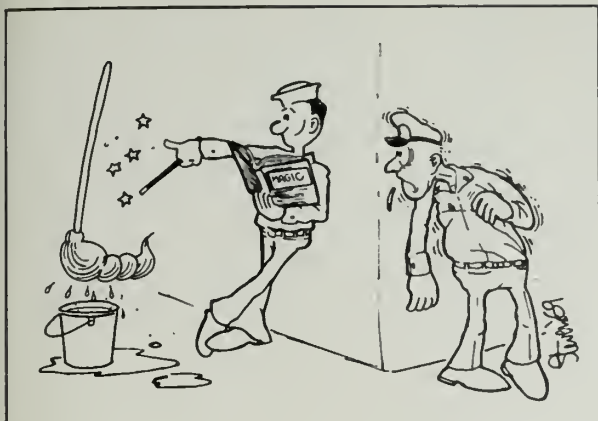
• While the U. S. Navy may have been involved in some rather unusual intrigues behind the lines, recruiting isn't considered one of them, Colonel.

Fact is, records of the office of Naval History indicate that New Berne, N. C., was captured by Union naval amphibious forces on 14 Mar 1862 and remained in Union custody throughout the remainder of the Civil War.

The importance of recruiting in New Berne may stem from the strategic importance of the locality itself. It served as a base in support of the naval blockade of the Confederate States.

Now, one further question remains to haunt us—how successful were the Union Navy efforts to recruit personnel in the Confederate South?—Ed.



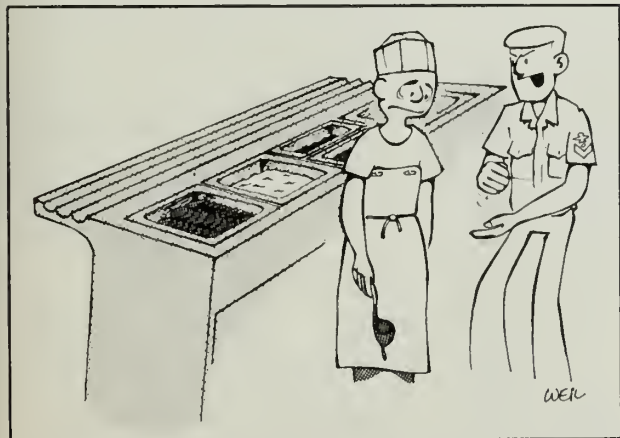


IC1 Jeremiah H. Pooli, USN



"Silly girl! Of course they allow E2s in the Acey-Deucey Club."

LTJG Frederick W. Weil, USNR



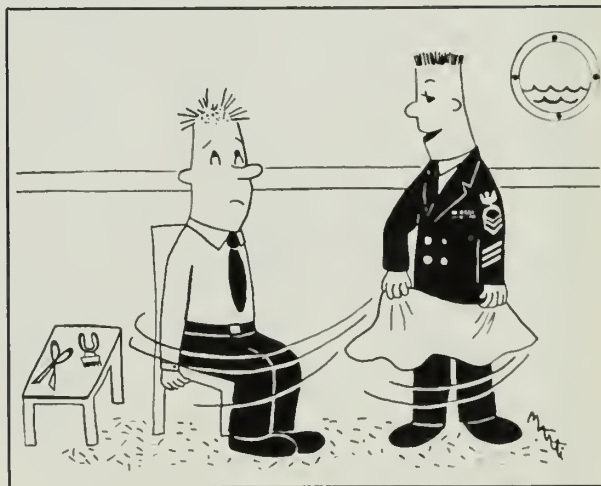
"Haw many times do I gatto tell yo? The gravy doesn't go on the solod; it goes on the ice cream!"

CTC Ernest M. Mawn, Jr., USN



"When you finish that one—check these over, then sign that paper right under the statement, 'I fully understand all instructions—notice contained herein.'"

Martho P. Gnliko



"Presto! And you've saved \$1.50."

# TAFFRAIL TALK

**M**OST OF US live our lives in a routine. We tend to do things a certain way because that's the way we've always done it.

(Shaving, for instance. If you're like us, you probably start shaving at the same point on your face every day, simply because you never particularly thought of starting somewhere else.)

Chief Aviation Support Equipment Technician Donald C. Roberts seems to be an exception to the we-do-it-that-way-because-it's-always-been-done-that-way rule. We haven't asked him how he shaves, but his original thinking in another area saved the Navy a great deal of money.

It started with a GTC compressor inverter which furnished 115-volt single-phase alternating current for the A-4 *Skyhawk* starting system. We don't know what that means either; but we're told that it's very difficult to start a *Skyhawk* without one of them.

Anyway, the thing was marked "C" for consumable — meaning that you throw it away when it quits working, rather than repair it. Like a light bulb. Just screw in (or plug in, or whatever) a new unit to replace it.

Chief Roberts' compressor inverter had quit giving out with its 115-volt, single-phase juice. Trouble was, he didn't have a replacement to screw (or plug) in.

Most of us would have chucked the thing (since that's what we'd always done with "C" items) and waited for a new one to come through the supply system.

Chief Roberts thought about it. Then he decided to try a different tack. He carried the unit to a local radio repair shop.

In short order, the shop had the thing compressing and inverting like new again.

The chief suggested to his command, NAS Oceana, Va., that compressor inverters should be reclassified "R" (repairable), which was logical, considering that one had indeed been repaired. His suggestion, equally logically, was accepted by the Navy.

At Oceana alone, reclassifying the thing will save about \$12,000 in three years. Navywide, it's expected to save something like \$144,000 through fiscal year 1972.

The Navy appreciated Chief Roberts' suggestion. He received a cash award and was congratulated by the Oceana CO, Commander Fleet Air Norfolk, and the Commander Naval Air Force, Atlantic Fleet.

Not to mention the Vice President of the United States. He gave a citation to the chief and nine other government employees in Washington. Looking on were the Secretary of Defense, the chairman and other members of the Joint Chiefs of Staff, and the secretaries of the Army, Navy and Air Force. Plus members of the recipients' families.

Which proves that a man with original ideas is likely to get into good company.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: WALKING ON WATER?**—Two crewmen of the Navy's tank landing ship *USS Newport (LST 1179)* appear to be walking on water as they prepare to couple an approaching utility landing craft with the LST. The connection enables vehicles to roll off the landing craft into the tank landing ship.







***It doesn't matter  
who you are –  
It's what you can be***



***...and the Navy offers both  
training and education***



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# ALL HANDS

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FEBRUARY 1970







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1970

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NUMBER 637

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The Deputy Chief of Naval Personnel

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Assistant Chief for Morale Services

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John A. Oudine, **Editor**

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Ann Hanabury, **Research**  
Gerald Wolff, **Reserve**

• **FRONT COVER: SECURING THE LINES**—A watercolor by A. J. Barbour of USS Franklin D. Roosevelt (CVA 42) as it pulls alongside a pier in Mayport, Fla.

• **AT LEFT: SHIP TO SHIP**—Highline is rigged for transfer of personnel while underway at sea between destroyer USS Fiske (DD 842) and aircraft carrier USS Enterprise (CVAN 65).





**T**HE FIRST TIME a Vietnamese villager living along a canal in the Mekong Delta sees a driverless boat plying the waterway he is probably convinced it is powered by spirits.

Even U. S. Navymen are mystified upon their first encounter with one of the most unusual craft employed in the Republic of Vietnam. The men sailing these boats — Minesweeping Drones, frequently called just MSDs — find them a most practical invention.

The MSD certainly has little in common with other minesweepers in the Navy, but then the 23-foot craft performs a job unlike any other minesweeper. When U. S. Navy forces began operating in the rivers and canals of the Republic of Vietnam the need arose for a small, maneuverable minesweeper capable of reducing the mining threat to patrol boats.

Since most riverine mines were command-detonated, a radio-controlled boat was considered ideal for the job because it did not expose crewmembers to unprotected cover or to the danger of being blown up while sweeping mines.

In the short period of 18 months the Navy Mine

# ***Super Drone***



Minesweeper drone operates at full speed.





Defense Laboratory, Panama City, Fla., perfected the MSD, using a boat hull and electronic gadgetry already under development for civilian use. After testing, the boats were assigned to Mine Division 113, located in the Mekong Delta, back in early February 1969.

**T**HE MSDs have been employed almost exclusively in the Mekong Delta since they arrived in-country. There, in the narrow canals and winding rivers, the drone has proven its worth.

"Driving an MSD is something like flying a radio-controlled model airplane," says ETR3 Bruce G. Wingeleth. "The principle is the same. By manipulating the rudder and speed toggles I can make the drone do just about anything I want. Of course, it's much more sophisticated than a model airplane."

The sophistication is necessary because the drone must be able to free itself if it becomes entangled in river debris or fishing apparatus while it is minesweeping. Hence the drone can be idled, backed and restarted without the operator ever leaving his console.

In addition, by pressing a button, the MSD's minesweeping gear can be released if the craft comes under hostile fire.

**U**SUALLY the MSD is manually driven to the sweep area by its two-man crew. The boat from which the MSD will be controlled provides cover while the crew streams either the chain bottom drag sweep or moored minesweep gear.

Once the gear is in the water the crew transfers to the control vessel and the drone is positioned a few hundred feet ahead. With a sweeping speed capability in excess of 10 knots, the MSD can clear even the longest canal in a matter of hours.

"The MSD is one of the most versatile and reliable minesweepers in Vietnam today," notes Lieutenant Robert J. Aurin, commander of Mine Division 113. "We've had to iron out the usual number of bugs common with all new devices, but each drone spends an average of four and one-half hours a day sweeping the canals and rivers in the Mekong Delta, an enviable performance for any craft."



#### MSD Operations

Left to Rt: (1) Boatswain's Mate 3rd Class Virgil E. Hough and (rt.) Rodorman 3rd Class Steven R. Wilson take MSD to sweep area. (2) Electronics Radar Technician 3rd Class Bruce G. Wingeleth mans remote controls. (3) Touch of thumb directs sweeper. (4) Minesweeper drone goes to work in Chou Doc River. (5) Sweeping gear is set for a job.



# the taming of the shrew

**A**NNA, BEULAH, CAMILLE, DEBBIE—all hurricanes—were children of the tropic oceans. Born in the southern latitudes, nursed on the breast of a warm sea by the easterly trade winds and the temperate westerlies, they have all grown to full maturity.

Each one, in turn, has headed north to unleash its awesome power over land masses of the northern hemisphere. No other atmospheric disturbance brings together, with more force, such destructive energy both in size and duration.

The combined agencies of the U. S. Navy and the Environmental Science Services Administration (ESSA) have instituted a project to try and tame these monsters of the atmosphere.

The taming project is relatively new even though for more than 26 years Navy aircraft have flown into the vicious winds of many hurricanes, gathering important atmospheric data.

Since 1943 the Navy has played an active part in aerial hurricane reconnaissance. Starting with a small, single-place, light plane, they now use 70-ton, four-engine giants carrying 30-man crews.

Weather Reconnaissance Squadron Four (VW4), the famed Navy Hurricane Hunters, started flying into hurricanes in 1953. Theirs was the seventh naval aircraft squadron to be assigned this mission.

Navy pilots have made thousands of penetrations into the most dangerous part of the hurricane, its eye-wall, where winds reach their highest velocity. Winds there have been clocked at speeds over 200 mph.

Claimed by many to be the most dangerous type of





Left: The eye-wall of a hurricane where winds are clocked over 200 miles per hour. Above: A WV 121 weather reconnaissance aircraft of the famed Navy Hurricane Hunters is loaded for a hurricane search mission.

large-aircraft flying in the world, the danger has been reduced to a minimum by highly trained flight crews and time-tested procedures.

During all the years of flying into hurricanes, the Navy has lost only one plane, a P-2V *Neptune* during Hurricane Janet in 1955.

**T**HE FIRST MAN to describe a hurricane is thought to be Columbus. On his return voyage to Spain from the West Indies in 1493, he penned in his diary an account of experiencing a storm with high velocity.

Hurricanes plagued man in the area for an untold number of years before Columbus' writing. The Mayan Indians had names for them. In fact, the very word hurricane is from the Spanish word "huracan" and thought to be derived from the Mayan storm god's name, Hunrakan.

The Atlantic name for tropical storms with winds above 64 knots is "hurricane." These high-speed winds are known in all the temperate oceans of the world by various names. They are called "typhoon" in the Pacific, "cyclone" in the Indian Ocean, "baguio" by natives of the Republic of the Philippines, and to the Australians a hurricane is a "Willy-Willy."

In the Atlantic, hurricanes only form north of the equator. The South Atlantic is believed to be too cold to sustain them.

During an average year there will be fewer than 10 tropical cyclones, only about six of which develop into hurricanes. They normally form from June through November.

**A**S THE HURRICANE season approaches, the machinery for early warning goes into high gear. Scientists of ESSA's Weather Bureau at the National Hurricane Center in Miami prepare to evaluate the extensive data needed to keep tabs on the storm's force and direction of travel. Weather forecasting and warning is the year-round mission of these men. When hurricanes are spawned, they just have to work harder.

Most budding hurricanes are spotted in this modern age by satellites circling the globe, taking pictures of cloud formations. These pictures show the characteristic spiral cloud formation of the tropical storm or hurricane.

Once a suspected storm is spotted on the satellite photos, "Hurricane Hunters" are dispatched to the scene for on-the-spot readings of winds, atmospheric pressure, temperature, water content of the air, and the many other factors thought to contribute to the formation of a hurricane.

Sometimes it is days before a hurricane is positively identified. When it is, all civilian aircraft and ships in the vicinity are warned to stay clear of the storm and its predicted path.

The Navy Hurricane Hunters work in conjunction with Air Force aircraft and several planes belonging to ESSA. The ESSA planes are flying laboratories. The Air Force planes normally work at high altitudes, while the Navy planes work from 400 to 10,000 feet over the sea.

Both exploratory and special reconnaissance missions are flown by these planes. One sweep of the

# the crew



Left: A flight meteorologist observes the ocean from 600 feet. Above: An ADRC computes the amount of fuel remaining after 14 hours in the air. Right: A crewmember is reflected in the screen of a long-range radarscope.



powerful long-range radar in the VW 4 aircraft permits observations of cloud conditions over a 200,000 square mile area. One flight by these special Navy planes can obtain information on 1,500,000 square miles of ocean.

**T**HE ASSEMBLING of weather predictions, by Navy and ESSA scientists, is the judicious application of long experience at ferreting out small clues and piecing them together with related weather data.

No one knows exactly what causes a hurricane to form. A sudden drop in atmospheric pressure at the surface of the sea, and a one- to three-degree temperature increase at 20,000 to 40,000 feet about 24 hours before the disturbance develops are thought to be factors in the formation of hurricanes.

However, these factors could very well be measurable symptoms of another effect which actually triggers the storm's increase to hurricane force. It is believed the interaction of low and high altitude winds determines the intensity of a hurricane.

"We've learned a lot about hurricanes in recent years," said Dr. R. Cecil Gentry, chief of ESSA's Miami-based National Hurricane Research Laboratory, "but there is still more unknown about them than known.

"Because of these unknowns, it is necessary to view a hurricane as a heat engine, powered by temperature changes and driven by the wind. There are a host of very delicate conditions that must be satisfied before the atmosphere can produce a hurricane," he said.

"The heat engine seems to be both highly unreli-

able and inefficient, but the fact that it works cannot be denied," Dr. Gentry said. "The relative infrequency of hurricanes indicates that many a potentially dangerous one ends early as a misfire at sea."

**T**HE HEAT ENGINE of a hurricane functions like a giant chimney. Winds hundreds of miles away from land flit across the sea, warmed by a hot summer sun, and slowly rise higher and higher into the atmosphere.

The warm air is replaced at the bottom of the chimney by cooler air and is carried westward by the trade winds. If this westward moving wind and eastward moving wind meet, they could generate a circular wind action. Given the right temperature and atmospheric pressure—plus the unknown force or forces needed as a triggering mechanism—a hurricane is born.

As the warm air rises, taking with it vast amounts of evaporated water picked up from the sea, the high speed winds force it to higher altitudes and into widening circles around the storm center.

The circular winds will rotate tighter and tighter, higher and higher, until a chimney is formed 20,000 to 60,000 feet high. These winds reach their greatest speeds at the center edge called the eye-wall.

The eye or center, averaging about 14 miles in diameter, has relatively calm winds. This is the area of the hurricane that is most deceptive, giving people the erroneous impression the storm has passed. However, the winds will strike again with equal force from the opposite direction as the eye passes.





Photo left: An AG2 keeps a running record of observations and calculations made by the flight meteorologist. Above left: A navigator plots the plane's position in relation to the hurricane. Above: The pilot of a WV 121 makes some adjustments in the pilot's compartment in order to enter the eye safely. Right: In addition to other duties, an AE2 prepares a meal for the 30-man crew. They are all members of Weather Reconnaissance Squadron Four.



**A**CTUALLY THE WINDS are not the most damaging force of the hurricane. They cause some destruction, but more lethal are the giant waves, called the storm surge. Waves generated by the winds reach heights of over 50 feet.

When these waves strike shore they cause severe flooding in low-lying coastal areas. The massive walls of water are forced up rivers, channels and low land areas. Backed by the high winds, the force of this water, weighing about 1700 pounds per cubic yard, can beat buildings or towns out of existence. At times atmospheric conditions could be just right for a hurricane to form, but nothing would happen. Then again the situation may be completely unfavorable and, presto, one of these atmospheric giants will appear.

The enormous size of these weather tempests is almost inconceivable to the average person. It is also the reason man has not yet worked out an effective control of them.

The problem is not helped by the fact that over a relatively short period of time hurricane winds have a definite influence on weather conditions for hundreds, even thousands, of miles.

The worst winds within a hurricane do not approach the velocities of a tornado. However, where the life of a tornado is measured in hours or minutes and covers only a few miles, a hurricane lasts for days and travels for thousands of miles.

The power released by an average hurricane in one day is equal to the energy released by 400 20-megaton hydrogen bombs.

"If three percent of the heat energy generated in

one day by a hurricane were converted to electricity, there would be enough electrical power for the entire United States for more than six months," according to Dr. Gentry.

**T**HE AVERAGE hurricane brings 6 to 12 inches of rain to the areas it passes. It has been estimated that hurricanes account for nearly one-fourth of the annual rainfall of the southeastern United States, whether or not the hurricane strikes land.

In addition to being head of the National Hurricane Research Laboratory for ESSA, Dr. Gentry is also the director for man's most ambitious attack on hurricanes, Project Stormfury.

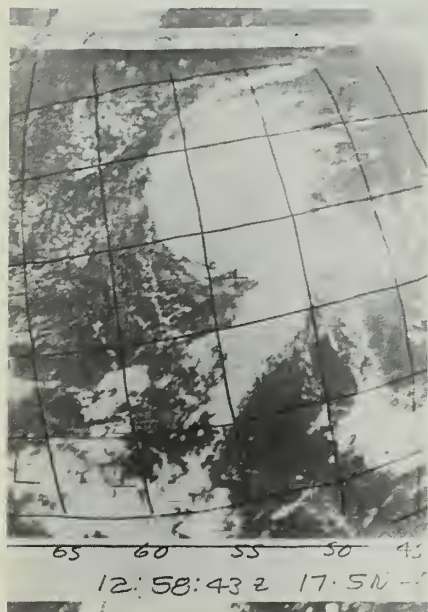
Project Stormfury is a joint operation of the Navy and ESSA. Its objectives are to explore the structure and dynamics of hurricanes to achieve better understanding, to improve prediction methods, and to explore the possibility of changing some of the forces within these tropical storms.

One of Project Stormfury's experiments is altering cloud conditions around the eye of the hurricane, upsetting the balance of forces there and causing a redistribution of energy around the storm center. It is a laboratory experiment using the hurricane itself as a laboratory.

There is no known method of overcoming the storm's force, so Project Stormfury is an attempt at a sort of atmospheric judo, using the giant's own strength and size against itself.

Scientists are using silver iodide particles to seed the hurricane. Theoretically, by adding silver iodide

# and Essa



Left: Satellite photos are numbered and platted for scientists of ESSA. Above: A fine tuning adjustment is made to a satellite weather photo receiver. Right: An ESSA technician removes a satellite photo of a hurricane.



to the storm, supercooled water droplets should freeze into ice crystals and release heat into the clouds. This additional heat should reduce the atmospheric pressure adjacent to the low-pressure center of the storm, thus lessening the difference in pressure across the eye-wall.

Bringing these pressures down should cause the winds near the center to decrease in speed and, like a spinning ice-skater who puts his arms out to slow down, the storm should lose some of its fury.

"The trick," according to Dr. Gentry, "is to pick the right area of the storm to try to make the change so the storm will weaken."

**V**ARIOUS TYPES of specially equipped planes fly into the storm, each carrying 208 soup-can-size cannisters containing silver iodide to be dropped in the prescribed area.

As the cannisters fall, a pyrotechnic within burns, releasing the silver iodide crystals which become freezing nuclei. Dr. Gentry said, "The numerical count of these nuclei is about 10 to the 14th power per cannister. That is to say if they passed a given point at the rate of a million per second, it would take over three years for all of them to go by. This, however, is small in proportion to the raindrops within the storm."

Hurricane Debbie in 1969 was the first storm to be attacked on a large scale by seeding. Five seedings at two-hour intervals were made on two separate days by the specially equipped planes. Then highly instrumented Navy, Air Force and ESSA planes flew into

the storm at all levels from sea level to over 40,000 feet. Instrument readings were taken before the seeding, while it was going on, and for 18 hours after the last seeding.

Massive data were thus gathered. Dr. Gentry termed the seeding a huge operational success, but said it would be many months before scientific conclusions could be forthcoming.

"Some of the changes which we know occurred were exactly as we had predicted," he said. "But they could have been the result of natural changing forces within the storm. The only way we will know is to evaluate all the data and see if there were consistent changes after each seeding. If the same change occurred each time, then we will know we caused it."

**F**OR THE PRESENT, storms will continue to plague man. All the ESSA men and the Navy Hurricane Hunters are able to do is track the storms and issue warnings.

These warnings begin as "hurricane advisories" while the storm is still well at sea away from land masses. The advisories tell that a tropical disturbance is reaching or has reached hurricane force (75 miles per hour winds) and its expected path.

As the storm nears land the term is changed to "hurricane watch." This serves as a first alert for emergency crews and the general public in threatened areas. A hurricane watch is not announced until it is reasonably certain the storm is going to attack a land area.

If the hurricane is going to remain at sea but its





Left: Dr. R. Cecil Gentry, Director of ESSA at Miami, directs man's most ambitious attack on nature, Project Stormfury. Above: A Navy navigator plots the position of a hurricane in the Caribbean.

winds are to hit the coast, then the hurricane watch notice will also contain gale-force wind warnings. Local warning information and recommended emergency procedures are also added.

When the hurricane is expected to reach the coast within 24 hours, the hurricane watch notice is changed to a hurricane warning for the area expected to be hit. The watch is maintained for areas in the path and changed to "warnings" as the storm draws nearer.

Due to the erratic behavior of a hurricane, the 24-hour notice is subject to error in predicting the exact point the center of the storm will pass. This margin of error averages 120 miles. As the storm nears land, this error becomes less and less.

"There is reason to hope this predicted error can be cut in half soon," said Dr. Gentry.

**W**HEN A HURRICANE warning is issued, it is time for the people in the area to prepare for the worst and hope for the best. It's time to make sure there is a supply of food on hand (a type that requires little or no cooking is best).

A good supply of fresh water should be stored in containers that will not be contaminated from rain and waves. Plenty of good water is essential. A person can get along without food longer than he can without water.

The family car should be filled with gas before the storm hits. New batteries should be on hand for flashlights and portable radios. The portable radio may be the only contact with the outside world for a considerable time. Every family should have one.

These precautions are vital since it might be days or even weeks before conditions return to normal. It is better to be prepared and not need any of the equipment than to need it and not have it.

Any loose objects out of doors should be stored inside or tied down so they will not be blown around or washed away. These loose objects can be lethal. A light garbage can lid, propelled by the force of a hurricane, can cut down a goodsized tree.

When a hurricane warning is issued, it is advisable to keep abreast of the storm's position and condition by listening to the frequent radio or television bulletins.

**I**F A HURRICANE WARNING is issued for your area, above all, stay calm. Listen to and follow the advice of the experts, and you stand a good chance of pulling through with only minor damage or injury.

Don't venture outside until the hurricane has passed completely. Beware of the calm eye. It will pass in a few minutes and the wind will hit again.

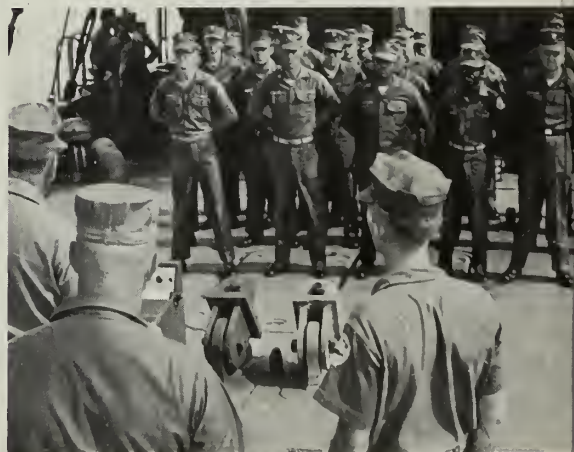
When the storm has passed, avoid loose or dangling electrical wires. Stay out of the disaster area. Unless you are qualified to help, you may hamper rescue work. You will be advised when to reenter the area.

Dr. Gentry's hurricane research team and the Navy are trying to find ways to stop or at least lessen the damage. Hopefully, in a few years these tempests of the warm seas, these children of the tropic oceans, will be light winds, rains, and forces for man to fear no more.

—Story and photos by PH1 Don Grantham, USN



Photos counterclockwise from upper left: (1) USS Cohoes (ANL 78). (2) Diver suits up for work. (3) Diver surveys damage to craft to be salvaged. (4) Crew of Cohoes receives Meritorious Unit Commendation. (5) Cohoes salvages sunken landing craft.





# WELL DONE COHOES

**U**SS COHOES (ANL 78), a submarine netlayer converted to a salvage ship, has been presented the Meritorious Unit Commendation for her work off the coast of the Republic of Vietnam.

After a 22-year retirement in the Mothball Fleet, this proud World War II veteran is in action again.

Late in 1967, someone with a perceptive eye noted that the horn-bowed ship might easily be converted into a salvage vessel. As a result *Cohoes* has been salvaging damaged craft and maintaining offshore fuel lines along the coast and up the inland waterways of the I Corps Tactical Zone (the five northernmost provinces of the Republic of Vietnam).

On 20 September, a new pennant graced the yard-arm of *Cohoes*, that of the Navy's Meritorious Unit Commendation (MUC). The citation, signed by Secretary of the Navy John H. Chafee, commended the ship and her 43-man crew.

During the period from July 1968 to April 1969, "USS *Cohoes* has met all her commitments in conducting salvage operations and the repair of petroleum seaload lines throughout the I Corps Tactical Zone."

Since July 1968 *Cohoes* has accounted for a million-dollar savings in salvaged equipment. In many cases, she has been the only effective means of clearing obstructions from the heavily used water supply routes and channels of I Corps. *Cohoes* has salvaged numerous Navy utility craft damaged by enemy action and typhoons. The installation and maintenance of fuel lines offshore have become one of her regular duties. These fuel lines allow oceangoing tankers to offload via pipelines.

The Commander of the U. S. Naval Support Activity (NSA) Da Nang, Rear Admiral E. P. Bonner, in presenting the MUC to the men of *Cohoes*, referred to their accomplishments as the work of "real professionals."

**E**QUIPMENT aboard the revamped vessel includes three powerful winches, special non-drag anchors, a diver decompression chamber, and below the waterline, a sonar dome which gives a detailed "picture" of sea and river bottom terrain. An unusual motor and athwartships propeller assembly, installed at

the bow, adds thrust to port or starboard in salvage operations. *Cohoes* can lift and pull 100 tons.

Lieutenant Commander Melvin D. Harkness, the Commanding Officer of the 167-foot ship, saw *Cohoes*' operations as an experiment. "We knew we were going to be watched closely," he says. "The crew trained thoroughly before coming to Vietnam." Since her arrival in July 1968, *Cohoes* has proven entirely capable as a salvager and more successful and versatile at the job than was expected. "For instance," continues LCDR Harkness, "the bow thruster—this ship is the first U. S. Navy vessel to have one—will be included on all salvage ships built by the Navy in the future."

*Cohoes* hasn't been resting on her oars since she was nominated for the MUC award. During the two weeks just prior to the presentation, *Cohoes*' crew repaired fuel lines and buoys and removed three 100-ton barges that were blocking the channel at Cua Viet, an NSA detachment six miles below the DMZ.

**A**SSIGNMENTS for the salvage ship are often as dangerous as they are long and tedious. Her scuba divers must work in surging currents and zero-visibility water with acetylene cutting torches around jagged, twisted wreckage. Occasionally, sharks and sea snakes are a threat. The ship has never listed a combat casualty in her operations in shallow I Corps coastal and river waters where sniping and rocket attacks are common, but her log does record a few close calls.

On one occasion, North Vietnamese troops fired rocket volleys at *Cohoes*' position as she was anchored and rigged for salvage near the mouth of the Cua Viet River. Noting that the missiles were being "walked" toward her and drawing closer with each hit, the skipper wasted no time in hauling in gear, steaming out of the river only minutes ahead of two, more accurately aimed 122-mm rockets.

On "loan" to NSA Da Nang from the Commander of the Pacific Fleet Service Force, *Cohoes* has chalked up an impressive record of utility craft and barges saved, channels cleared, and fuel lines repaired. The work is an essential part of the NSA mission of keeping the ground forces of I Corps well supplied with necessary material and equipment.



Newly commissioned USS Defiance (PG 95) alongside pier of Norfolk, Va.



USS Surprise (PG 97) was commissioned in October 1969 in Charlestown, Mass.

# Introducing: **THE NAVY'S NEWEST**

One of two 7700-ton propellers on the new USS Port-  
land (LSD 37).



**D**ESPITE THE cut of almost 100 ships this fiscal year, the Fleet's strength continues to grow as new and modernized ships slide down the ways and hoist commissioning pennants.

Among the latest to join the Fleet:

- *uss Surprise* (PG 97)—This 250-ton gunboat measuring 165 feet long, is powered by two variable-pitched propellers driven by two diesels at cruising speeds or by a gas turbine engine at high speeds. The fifth ship called *Surprise*, her name spans nearly two centuries of U. S. naval history, beginning with the Continental cutter *Surprise* built in the mid-1770s and put into service on 1 Mar 1777. The latest *Surprise*,





USS Henry E. Yarnell (DLG 17) underway after recommissioning in July 1969.

claiming as her motto, "Swift and Lethal," was commissioned on 17 October at the Boston, Mass., Naval Shipyard.

- *uss Welch* (PG 93)—Designed for speeds of more than 35 knots, this new aluminum hull motor gunboat was built for coastal or interior water patrol, blockade and surveillance duty. She measures 164 feet long and is powered by a gas turbine jet engine. Her crew consists of four officers and 23 enlisted men. She was commissioned on 8 September at the Boston yard.

- *uss Harry E. Yarnell* (DLG 17)—*Yarnell* is the second modernized guided missile frigate to be recommissioned by the Navy. Originally commissioned in 1963, she operated with the Fleet for five years before she commenced her face-lifting. During her modernization, new radars and the Naval Tactical Data System were installed, giving the ship one of the most modern weapons systems in the fleet today. Her armament includes the *Terrier* surface-to-air missiles, anti-submarine rockets (*Asroc*), antisubmarine torpedoes, and conventional guns. Manned by 390 officers and crewmen, *Yarnell* is 533 feet long and displaces more than 8000 tons fully loaded. She was recommissioned on 12 July at Boston.

- *uss Mobile* (LKA 115)—Newest of the Navy's amphibious cargo ships, *Mobile* was built to transport and land combat vehicles, cargo and landing craft in support of amphibious assault operations. She measures 575 feet long, 82 feet wide, and displaces 18,600 tons fully loaded. Her crew consists of 25 officers and 311 crewmen. She is the fourth ship to bear the name *Mobile*—first was a Civil War sidewheel steamer; second, a troop transport of World War I; and third, a light cruiser (CL 63) which earned 10 battle stars during the Pacific WW II campaign. The commissioning ceremony was held on 20 September at the Norfolk Naval Shipyard, Portsmouth, Va.

- *uss Grayling* (SSN 646) and *uss Seahorse* (SSN 669)—These two nuclear attack submarines are similar in size, displacement and complement, measuring 292 feet long, with a submerged displacement of 4600 tons, and a crew of 12 officers and 95 enlisted men.

*Grayling*, third submarine to bear the name of a trout-family fish, was commissioned on 11 October at the Naval Shipyard in Portsmouth, N. H. The first *Grayling* (SS 18) saw duty with the Atlantic Torpedo

Fleet before being decommissioned in January 1922. The World War II *Grayling* (SS 209) received six Pacific Campaign battle stars and recorded five major sinkings totaling 20,575 tons before she was lost on her eighth war patrol. SSN 646 is serving with Submarine Division 42, homeported in Charleston, S. C.

CHARLESTON IS ALSO HOME for the third ship named *Seahorse* which was commissioned on 19 September in Groton, Conn. The first *Seahorse* was a one-gun schooner used against the British in 1812. The second was a submarine, SS 304, which won nine Pacific battle stars and sank 20 enemy ships during WW II. She was decommissioned in 1967.

Both *Grayling* and *Seahorse*, in addition to being nuclear powered, are designed with four torpedo tubes each and are equipped with submarine rocket weapons.

Meanwhile, ship designs on drawing boards continue to take form in the nation's shipyards.

Scheduled to join the Fleet later this year, one of the Navy's newest nuclear attack submarines, *Trepang*, was launched in September at Groton, Conn. She is a *Sturgeon*-class ship measuring 292 feet. Named after the sea cucumber, a muscular sea creature found in all seas at great depths, *Trepang* is the second submarine to bear the name. The first *Trepang* (SS 412) destroyed 23,850 tons of enemy shipping in five WW II Pacific war patrols.

ELSEWHERE, a 285-foot, 2600-ton Hydrographic survey ship was launched in October at Bay City, Mich.

Designated as *usns Wyman* (T-AG 34), the ship will be manned by a civilian crew of 12 officers and 31 crewmen from the Military Sea Transportation Service, and equipped with accommodations for a scientific crew of 28. The scientists and technicians will be assigned from the U. S. Naval Oceanographic Office which will have technical control of the ship.

*Wyman* is equipped with a 31-foot hydrographic survey boat and such oceanographic devices as Nansen bottles, reversing thermometers, corers, trawls, and underwater cameras in addition to electronic data collection and processing instruments.

Wyman's hydrographic data acquisition system is designed with precision wide-beam and narrow-beam echo sounders; shallow water echo sounders; magnetometers; gravity meters; data logging, processing and navigational computers; and navigational receivers for raydist, loran, satellite, and very low frequency (VLF) signal reception. The ship will also be fully equipped with materials for setting up temporary electronic navigational networks for conducting precision surveys in remote regions of the world. Deck machinery, such as winches, cranes and davits, is designed to handle the electronic sensor cables and wire rope needed for over-the-side oceanographic work.

T-AGS 34 is the first ship named in honor of Rear Admiral Robert H. Wyman, USN (1822-1882), known for his professional and scientific achievements in navigation.

The admiral's directorship of the Hydrographic Office from 1870 to 1878 was of great importance to the Navy and to seafaring men in general.

Up through the Civil War, the Navy did only a relatively limited amount of its own charting, depending mostly on British and other foreign governments for its navigational chart requirements. However, under Admiral Wyman's direction, the Hydrographic Office began a systematic and sustained program of worldwide surveying and charting, which will soon be enhanced by the activities of the ship that now bears his name.

**T**HE COMBAT STORES SHIP USS *White Plains* (AFS 4), one of a new breed of fast, multiproduct supply ships, completed her first tour on the combat line last fall, replenishing 7th Fleet units operating off the coast of Vietnam.

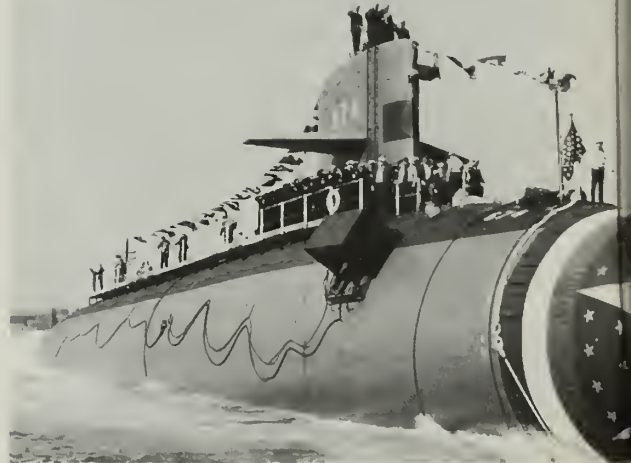
She is the first Navy ship equipped with a fully automated propulsion control system. This system allows the engines to be controlled directly from the bridge, thereby requiring only a handful of men to operate consoles in the air-conditioned engineroom spaces.

In the ship's supply department, a computer keeps tabs on the more than 700,000 items *White Plains* carries on board. Within minutes after a customer ship places an order, the computer can indicate the storage point, total up the bill and adjust the inventory.

When it comes time to transfer the goods, *White Plains* offers two transfer alternatives: the traditional underway replenishment (unrep) method, using transfer lines between the two ships; or, the vertical replenishment (vedrep) method, using two *Sea Knight* UH-46D helicopters assigned to the ship.

Automatic winches and ram tensioning are two innovations that help reduce problems of unreps for *White Plains* when in heavy seas. Ram tensioning keeps the transfer lines taut, lessening the effect of the ship's motion on the sea and cutting down on product loss or damage.

According to reports, vertical replenishment is the more popular method of delivering supplies to customers. By using cargo nets, the ship's helos can







Above: USS Milwaukee (AOR 2) was commissioned in November 1969 at the Boston Naval Shipyard. Left: Trepang (SSN 674) hits the water at Gratan, Cann.



Atomic submariners stand at attention as their boat, USS Seahorse (SSN 669), is commissioned.

carry cargo great distances, enabling the customer ship to continue her regular course or mission with minimum interruption.

**S**OON OTHER NEW SHIPS—some first of a line—will begin to log cruise miles as they join the Fleet.

For example, scheduled for delivery to the Navy sometime early this year is the submarine tender *L. Y. Spear* (AS 38). The 644-foot ship, first of a new class of ships designed to provide supplies and repairs for nuclear submarines, has already undergone a series of builder's sea trials off the coast of Massachusetts. She was built in Quincy.

Meanwhile, placed in commission have been the gunboat *Defiance* (PG 95) and the fleet replenishment oiler *Milwaukee* (AOR 2).

*Defiance* ran up her commissioning pennant on 24 September, the third ship of the Fleet to be named in honor of the city of Defiance, Ohio. She was built in Sturgeon Bay, Wis.

One of a large new class of gunboats, *Defiance* is designed to operate in coastal waters on patrol, blockade, or surveillance missions. Her size, speed, endurance, and seakeeping qualities will enable her to attack enemy coastal shipping, support friendly troops in coastal areas, and protect amphibious forces against enemy patrol or torpedo craft.

An unusual feature of *Defiance* is her dual engineering plant. Termed COBAG—combined diesel or gas turbine—the plant enables her to cruise on economical diesel power and yet engage a powerful gas turbine for high-speed operations.

Designed for a crew of three officers and 21 crewmen, *Defiance* measures 165 feet long, has a 23-foot beam and displaces a full load of 240 tons. Her armament consists of one 3-inch, 50-caliber dual-purpose rapid fire gun; one 40-mm gun; and two twin 50-caliber machine gun mounts.

An identifying symbol used aboard *Defiance* is one that has been used aboard nine British ships named *Defiance* between the years 1590 and 1931, when the last *Defiance* was sold. The symbol is a clenched right hand with three thunderbolts accompanied by a motto that reads: With Knowledge and Confidence to Defy.

*Milwaukee* was commissioned at Boston, Mass., on 1 November. She is the second of a new class of multipurpose replenishment ships being constructed for the Navy. Her range of supplies covers a variety of items, from more than 7½ million gallons of oil to a selection of 5000 candy bars.

Measuring 659 feet, the 37,000-ton supply-oiler carries a crew of 19 officers and 350 crewmen. She has been assigned to the Atlantic Fleet Service Force.

**A**T LEAST two ships slid down the ways in November; one in December.

The nuclear attack submarine *Sand Lance* (SSN 660) was launched at Portsmouth Naval Shipyard, Portsmouth, N. H., on 1 November. Then, on 11 November, the destroyer escort *Trippe* (DE 1075) was launched in Westwego, La. The following month



USS Welch (PG 93) tied up to the pier at Little Creek, Va.

the dock landing ship *Portland* (LSD 37) was slated to be christened on 20 December at a shipyard in Quincy, Mass.

*Sand Lance* is the second ship of the Fleet to bear the name of a small, silver-colored fish found throughout the northern Atlantic and Pacific regions.

The first *Sand Lance*, fleet submarine SS 318, was also built in Portsmouth and commissioned on 9 Oct 1943. She earned five battle stars and a Presidential Unit Citation during World War II. On 3 Sept 1963 the submarine was decommissioned and transferred to the Brazilian Navy.

The new *Sand Lance*, a *Sturgeon* class sub designed to seek out and destroy hostile submarines, measures 292 feet long, displaces 4600 tons and is armed with four midship torpedo tubes. She will be manned by a crew of 12 officers and 95 enlisted men.

*Trippe* is the fourth Navy ship named for Lieutenant John Trippe who led a boarding party against a large enemy ship during the battle with the Tripolitan fleet at Tripoli.

Displacing 3900 tons, the new *Knox*-class destroyer escort is 438 feet long and is capable of speeds greater than 20 knots. Her 17 officers and 213 enlisted men will be trained primarily to locate and de-

stroy hostile submarines. However, the ship is also designed to support amphibious and convoy operations. *Trippe's* armament consists of one 5-inch/54-caliber gun mount, an ASROC (antisubmarine rocket) launcher, antisubmarine torpedoes, bow-mounted sonar and a drone helicopter platform.

The first *Trippe* was the former merchant sloop *Contractor* purchased in 1812. This ship saw action against the British on Lake Erie as part of Commodore Perry's fleet.

The second *Trippe* (DD 33) was launched on 20 Dec 1910 and engaged in World War I action. On 24 Jun 1924 she was transferred and commissioned as U. S. Coast Guard Cutter CG 20 and served with the Rum Patrol which blockaded liquor smugglers during Prohibition. She was returned to the Navy in 1931, decommissioned on 5 Jul 1934 and sold for scrap.

On 14 May 1938, the third *Trippe* (DD 403) was launched. This destroyer saw action in World War II with the Atlantic Fleet off North Africa, Sicily, and Salerno and Anzio, Italy. She took part in convoy and antisubmarine operations through April 1945, then was transferred to the Pacific where she operated until V-J Day. In the summer of 1946, DD 403 became a target ship for the atomic bomb tests at Bikini Atoll. After extensive tests on the effects of radioactivity were concluded on board the DD, she was towed to deep water and sent to the bottom by gunfire on 3 Feb 1948.

*Portland* (LSD 37) is the first of four ships in the Navy's new dock landing ship class to be built in Quincy, Mass. She is designed to carry heavy landing craft, combat vehicles and a limited number of troops and to offload them rapidly from her decks during amphibious operations.

Her design features a floodable well deck, similar to a drydock, which will permit small craft to maneuver into and from her interior for cargo handling and repair purposes.

*Portland* is 555 feet long, her beam is 84 feet, and fully loaded she will displace 13,650 tons. Her keel was laid on 21 Sep 1967 in a building basin in which *Pensacola* (LSD 38) is under construction also. The Navy expects to receive *Portland* some time this year after her shipyard outfitting is completed.

**E**LSEWHERE, naval shipyards continue to decommission ships earmarked for deactivation by Project 703, a budget-saving measure involving more than 100 ships. The Navy Department announced last November that eight additional destroyers, a carrier air group and an air patrol squadron were to be added to the deactivation list.

The ships are: *uss Nicholas* (DD 449), *O'Bannon* (DD 450), *Prichett* (DD 561), *Ingersoll* (DD 652), *Hopewell* (DD 681), *K. D. Bailey* (DD 713), *Zellars* (DD 777) and *Massey* (DD 778). *Zellars* and *Massey* may be used in Naval Reserve training.

The air units are: Antisubmarine Air Group Fifty-Two (CVSG 52), and Patrol Squadron Twenty-One (VP 21).

—JOC Marc Whetstone, USN



*From the Master Chief Petty Officer of the Navy*

# Career Counseling

**I**N THE November 1969 edition of *ALL HANDS*, I discussed the issue of naval leadership and the part it plays (or doesn't play) with regard to losing good men to civilian industry.

There is another retention factor which cannot be divorced from leadership. It plays a significant role in any well organized enterprise. In the Navy it's called Career Counseling.

During my many visits to ships and shore installations, I found the Career Counselors to be high-quality petty officers who are certainly motivated toward the retention program. However, in many cases, they do not receive complete backing and support at the local command level. And where they may have it at the command level, it may be lacking at another level.



I am equally amazed by the apparent lack of knowledge of the many retention programs available, not just by the lower rated men, but by senior petty officers who have the responsibility of keeping their men informed. This relates somewhat to my previous discussion on leadership, or lack of leadership. We can hardly expect our junior men to be well informed if senior petty officers themselves do not understand the retention or career programs and other opportunities and benefits available to the Navyman.

**I**N SOME CASES, Career Counselor-trained petty officers are assigned to billets outside of their specialty. If the command does not use their talent and training in the area of counseling, obviously a communications link is lost within the command and the retention rate is likely to suffer. I believe that if individual commands are to be successful in retaining high-quality personnel, there must be a total effort of the entire career force, not just a singular effort by the command career counselor. This needed effort applies to senior petty officers as well.

Every senior petty officer should take it upon himself to become familiar with the program opportunities and benefits available. In other words, we must all become career counselors. There is a definite need for fully trained career information personnel, but we, as seniors, cannot dismiss our own responsibilities of keeping our men aware and informed. I have always been of the opinion that if someone outside of my division had to come in to counsel my men, then I was not doing my job.

**I** WOULD LIKE to see it made a requirement that the senior petty officer of a division or its administrative equivalent assume the responsibility for counseling his men in all areas involving personal and career guidance. If all senior petty officers assumed this basic responsibility, a leadership responsibility, there would be less need for specialized counseling billets.

I would also like to see a senior enlisted man in a ship or unit where there is no full-time counselor given the responsibility of Counselor Coordinator for that ship or unit. This program would certainly work well with the Senior Enlisted Advisor concept in keeping the command informed of what programs are being carried out and what new programs need to be implemented.

The leadership role must be accepted with advancement. And with leadership must come the responsibility of career counseling.

—GMCM Delbert D. Black, USN

**T**HERE ARE TWO kinds of people you meet in a personnel office. Or at the transportation desk. Or the disbursing line. You'll find them both in civilian organizations and in military life.

There's the person who is people-oriented, and there's the other kind.

Take the following two cases.

Suppose you have dropped into the personnel office to discuss a few matters. The man on the other end listens carefully to your inquiry. He takes the time to answer it as well as he can. He's friendly and sympathetic; he not only knows the rules, but will go to considerable trouble to help you understand them.

Even if the answer to your question isn't what you wished—if, for instance you aren't eligible for the program you wanted to join—you leave the office with the feeling that the Navy cares about you, because the man behind the counter seemed to care about you.

Now to the second example. As you stand at the counter, the man on the other side gives you a stare that could freeze seawater—or perhaps he simply ignores you for long minutes. When he finally notices you, he gives you short, sharp answers in a don't-waste-my-time tone, making it obvious that it's a great sacrifice on his part to spend any time at all answer-

ing stupid questions like yours, or those of the man behind you.

His manner implies that he has *important* work to do, as soon as he can get you out of his hair. Even if he does give you the answer you wanted, you leave with the feeling that he felt he was doing you a favor to give you anything at all.

Which man has given you a good feeling about the organization he represents?

The first one, obviously.

In the second case, if you and the man behind the counter are representatives of the same organization—the Navy—it's a matter of concern—to both you and the Navy.

**T**HE NAVY WANTS more of the men who are good at dealing with people and fewer of the ones who are not.

There are a number of people-oriented ratings in the Navy. Personnelman is one. Navy ratings that deal with people face to face include disbursing clerk, yeoman, hospital corpsman, storekeeper and ship's serviceman, to name a few. This article is pointed particularly toward the personnelman because he plays a continuing role associated with career matters that personally concern each Navyman.

In an office or store where the staff members are

## People-to-People, or Eyeball-to-Eyeball?

# Service Is Their Most Important Product



PERSONNELMAN (PN)





unhelpful or rude, you find a dwindling number of customers—while the place across the street where the staff is friendly gets repeat business.

The same principle works in the Navy. Men in personal service jobs have a great deal to do with the Navy's image in the minds of the men they serve.

A man who feels (partly because of his experiences with PNs and other personal services people) that the Navy cares about his well-being and is giving him a fair shake will do better work for it, gripe less about the rules, and be more likely to reenlist than the man who feels he's been pushed around or ignored.

Face-to-face skills—the techniques that make a good personal service man were a major topic of discussion at last year's U. S. Navy Career Motivation Conference. (A complete report on the conference appeared in *ALL HANDS*, November 1969.)

Recommendations from the conference produced a wide range of specific actions designed to minimize personal service problems, with the recognition that improved service would have an effect on men's decisions on a naval career.

Particular emphasis is being placed on personnelmen (and men in other ratings who do the same job, such as yeomen on some small ships), because the PN has the most frequent direct contacts with Navy-men. However, the actions taken to improve the

image presented by personnelmen will also affect other personal service ratings.

#### What's Being Done?

The first necessity for good personal service is for the personnelman to know his job. No matter how pleasant his manner is, he hasn't done any good for men seeking information—or for the Navy's image—if he hands out bum skinny.

In order to insure that our newest personnelmen have the straight word the PN "A" schools geared up their production last year to support the PN rating 100% with school graduates. For newly assigned personnel officers, BuPers is looking into the development of training courses to provide an introduction to the manpower and personnel system.

As officers and men from these training programs go to ships and stations, the professional quality of service in the personnel office should improve.

As a next step, several administrative actions have been taken to improve the personal service system.

**A** STUDY of personnel service billets, officer and enlisted, is well underway. Centralized detailing of all petty officer PNs, YNs and DKs is planned for the near future; it is expected to improve skill dis-



DISBURSING CLERK (DK)



STOREKEEPER (SK)



YEOMAN (YN)



tribution, and therefore give better service.

In some small commands where there is no trained personnel officer, qualified senior PN's will be assigned wherever possible to independent duty to provide the professional know-how.

Reporting to a station and being detached from it have always been two of the most time-consuming and patience-straining procedures a man goes through. To eliminate much of the delay, inconvenience and tiresome waiting in these processes, OpNav Notice 5200 of 20 May 1969 stressed the need for commands to reduce to a minimum the number of separate offices the man must visit—the stated minimum being one office.

Attention to the needs of the individual is evident in other recent BuPers actions. For example, the Bureau is emphasizing rating control in distribution, to give more individual attention to a man's skills and duty preferences before transfer. Another instance: BuPers sends out a periodic personnel survey to a random sampling of men in the fleet, to find out what they think about policies and get ideas.

#### The Biggest Problem

All these innovations in training and administration will help considerably to improve personal service. But even when the Navy has done all it can to make sure that the PN (or SH, or HM) knows his stuff and

is working in the best administrative setup possible, it must cope with the knottiest problem of all: his attitude toward the people he serves.


Obviously, there's no way to order a man to like people. So how can the Navy improve the image presented by the men in the personal service ratings?

Can men be trained to develop the qualities of good "customer relations"? Or is the knack of people-to-people work something that comes strictly from a man's heredity or upbringing—and if so, how can these natural personnellmen be chosen? What effect do the PN's working conditions (workload, office space, and so forth) have on his attitude? How can such abstract qualities as friendliness and helpfulness be evaluated concretely?

These and similar tough questions are the subject of a study now being made for the Navy by a civilian research firm. The firm's final report is expected this spring; BuPers will use the report to decide on what qualities should be expected from personal service people, how to select (or train, or both) men for the ratings, and how to evaluate the presence of the desirable qualities or skills in men who are already in personal service jobs.


Since the study isn't complete yet, nobody can predict what specific new policies may be made on the basis of it. Possibilities might include special screening of prospective personal service men for custom-

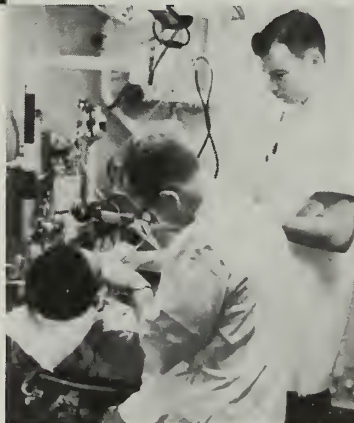


 SHIP'S SERVICEMAN (SH)

 DENTAL TECHNICIAN (DT)



 HOSPITAL CORPSMAN (HM)





er skills; training in face-to-face skills; special evaluations of customer relations qualities to supplement the regular performance marks of men in the personal service ratings—or perhaps different procedures, depending on what the study shows to be necessary.

**W**HATEVER THE DETAILS, the Navy hopes that the program will bring personal service closer to the ideal expressed by the Chief of Naval Personnel, Vice Admiral Charles K. Duncan, in his newsletter, *Tides and Currents*:

"We must see to it that our shipmates are treated with courtesy and efficiency in all matters vital to their personal lives. We must give consideration to the *individual*. . . .

"Because of the vital personal concern to each man about his pay, health, transfer of family, care of his family, carrying out his official orders, etc., it is essential that those who are at the 'contact points' and who administer these matters have a dedicated and sympathetic attitude toward the individual man and his family. I am speaking specifically of personnelmen, yeomen, hospital corpsmen, disbursing clerks, storekeepers, and offices handling family matters, such as movement of household effects. In the first place, it is their job and their duty to administer these matters courteously and efficiently. If they do not, a man's entire attitude toward the Navy and his treatment by

the Navy may be influenced by one or two instances of poor handling of these vital matters. Quite aside from the actual handling, any antagonistic attitude or perhaps a 'don't care' attitude at the 'contact point' can leave lasting impressions which become magnified, especially during the emotional times of family upheaval. Just as with other groups in the Navy, these men—yeomen, personnelmen, disbursing clerks, hospital corpsmen, storekeepers—are frequently of the opinion that they are overworked and even harassed. In some instances this may be true. Nevertheless, they must constantly bear in mind the tremendous influence they play on individual lives of the men and their families and indeed their great impact on the image of the Navy as a whole as seen through the eyes of the individuals with whom they have contact. . . .

"Processing requests or providing information and/or assistance at 'contact points' must be emphasized as a personal challenge. An affirmative attitude on the part of contact point personnel can result in personal satisfaction of a job well done, and all the while negating a feeling of 'they don't care' by a feeling of 'they really care.'"

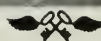
Everyone will benefit if the Navy can show its men—through their contacts with men in the personal service ratings—that it does really care. It's a big order—but the Navy is making a big effort to fill it.



POSTAL CLERK (PC)



IS YOUR RATING INVOLVED?



AVIATION STOREKEEPER (AK)





Fuel hoses line USS Sacramento's deck as crewmen ready for a replenishment.



# Quiet War in

**B**EHIND EACH MAN who sweats out a mission on the firing line, from the storm-tossed decks of a destroyer to the steaming catapults of a carrier during flight operations, a quieter battle is being waged and won in the waters off Vietnam.

It's the war of logistics, and it must be fought against the incessant ticking of the clock.

The stage for this battle is a stretch of international





Expert seamanship is demanded of both ships during a replenishment sequence. They steam parallel courses at about 15 knots.

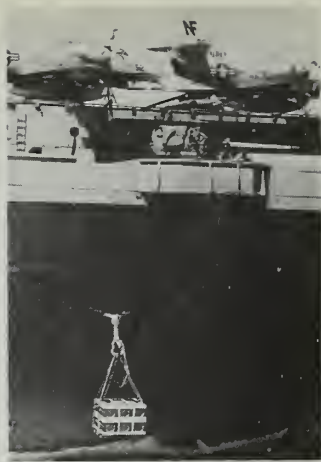
# the Tonkin Gulf

water called Yankee Station in the Tonkin Gulf. It's the base of operations for America's carriers of the Seventh Fleet and the ships of the Pacific Service Force which sustain them.

The concept of underway replenishment — called unrep in Navy parlance — has reached an increasingly high degree of sophistication during the struggle in the Republic of Vietnam. Twenty years ago, the time

it took to resupply a carrier task force with food, fuel and ammunition was figured in days. Today it is measured in hours.

**N**EW EQUIPMENT and techniques which permit spanning fuel hoses and highlines between ships while they steam at better than 15 knots is one answer. Use of the helicopter, capable of transferring cargo at up



Deck force boss signals crane operator to lift cargo to be highlined to Bon Homme Richard—cargo is then stored below by the forklift.



Automated elevators and hoists enable Sacramento's crew to move tons of supplies in a matter of moments by their pushbutton panel.

to 200,000 pounds an hour is another.

But the real success of the high state of the underwater replenishment art by Pacific Service Force ships lies in the dedication of the crews. They're youngsters for the most part, their ranks sprinkled with experienced officers and petty officers.

The crew of *uss Sacramento* (AOE 1), a fast combat support ship which operated on Yankee Station

for much of 1969, is typical. *Sacramento's* 180-man deck force averages just over 19 years in age, and not quite a year in naval service.

They receive combat pay for their efforts in the Tonkin Gulf and earn it. Young sailors whose parents had a hard time getting them to mow the lawn last year are now putting in 18-hour workdays with a lot of healthy griping, but no whimpering.

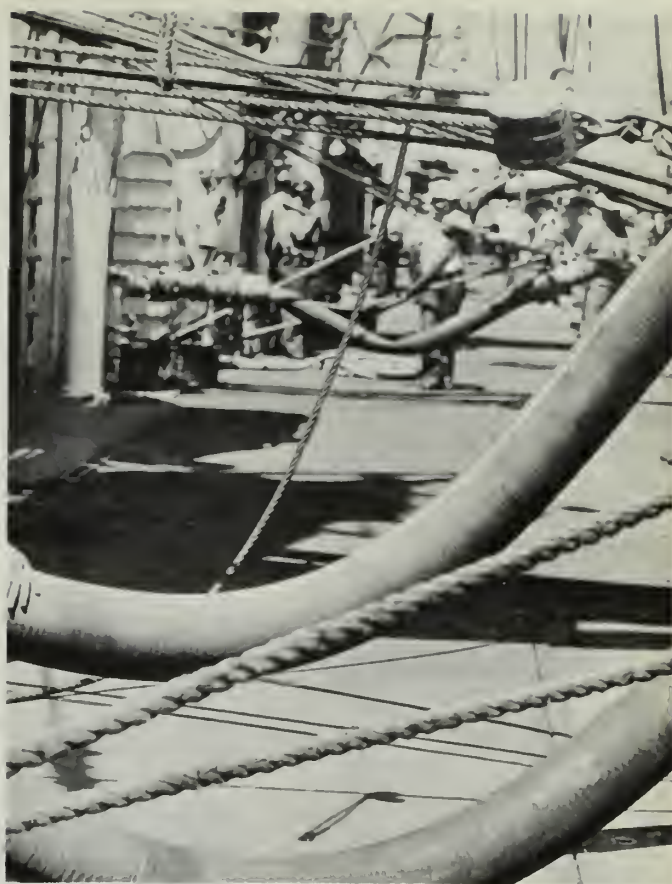




Ban Homme Richard approaches for underway replenishment.



USS Sacramento crewmen appear as blurs while handling cargo.



Replenishment lines, hoses and gear lie across Sacramento's deck.



Sacramento's helicopters deliver up to 200,000 pounds an hour.

IT ISN'T UNUSUAL for *Sacramento* to resupply two aircraft carriers and their escort vessels in a single 24-hour period, and then rendezvous with other supply vessels in order to consolidate her own fuel and stores.

What makes this kind of performance possible? Captain Tom Fortson, skipper of *Sacramento*, offered an answer.

"The fighting's a lot closer out here on Yankee Station than most people think. We see ammunition just highlined from our deck to a carrier being loaded aboard aircraft. The crew knows that within hours these same aircraft might be called upon to support an Army, Navy or Marine unit on the beach.

"That's getting pretty close to the action."

—Story and Photos by JOC Lee W. Coleman, USN.

## *Identification and Storage of*

# HAZARDOUS

This is a drill, but it could be for real. That's what the Hazard Identification System is all about.



*The Navy is establishing a new hazard identification system which should make identification of potentially dangerous package items a lot clearer and your job a lot safer. The identification of hazardous materials is adapted from a system of symbols developed by the National Fire Protection Association which uses a table published and copyrighted by the NFPA. Permission for the Navy to use this copyrighted material has been granted. The following article has been prepared by Captain Jack E. Honsinger, SC, USN, and Mr. John P. Neubauer of the Naval Supply Systems Command.*

**E**ACH OCTOBER, firemen commemorate the Chicago fire of 1871 by visiting schools, conducting fire drills and telling people about the dangers of storing hazardous material where it shouldn't be.



# MATERIAL

This is the key to Hazardous  
Material Control.



The Naval Supply Systems Command is not about to wait until October to get going with the Navy's program for greater safety. Paint, oil, lacquer, solvents, compressed gas, bilge cleaner, laundry bleach, acid, corrosive alkali, lighter fluid, instant shaving cream and hair tonic are just a few of the hazardous materials you see and handle almost every day.

Some of them you know are dangerous and, because you know, you handle and store them safely. But — you don't know quickly enough what dangers are involved in most of them. When something goes wrong, you have problems. Here's what the Supply Systems Command is doing to help solve them:

## Hazard Identification System

The National Fire Protection Association has developed symbols for quick and easy identification of dangerous characteristics. It was developed because firefighters needed on-the-spot information to protect fire victims and their own lives, and to know which firefighting techniques to use.

The Navy version of the NFPA symbol is shown on page 29. Hazards are identified in three categories: Health, flammability and reactivity. Degree of hazard is indicated by numerals. Number four is the most severe; zero represents no appreciable danger. Health hazards are in the blue diamond to the left; flammability in red on top; reactivity in yellow to the right. The bottom diamond tells you if the material is an oxidizer, acid, alkali, or corrosive material. A "W" with a line through it constitutes a warning NOT TO USE WATER if the material is burning.

The table on page 28 explains what the numbers mean. Read (and try to remember) them now, before a fire starts. You won't have time, later.

## Symbols and Storage

The symbols and numerals have other uses. They tie in directly with storage locations. Page 29 shows where to store the material. It is possible that some items—sulfuric acid, nitric acid and acetic acid, are examples — may be dangerous in all categories, and also may be an oxidizing acid that you shouldn't pour water on.

Acetic acid will burn, freeze and is corrosive. Sulfuric acid will boil and splatter if you pour water on it; it oxidizes material — can start a fire if poured on clothing — will burn your skin and shoes, and eat holes in your belt buckle.

All these, of course, are stored in the acid locker. Fortunately there aren't too many items like these.

The decisions on most things will be simple. They will go in the flammable locker, the sprinkler storage space or acid locker. You will run into trouble when you come to items which have more than one hazard. When in doubt, keep them away from single-hazard items.

**T**HE HAZARD Identification Symbols will eventually be applied by the contractors. They know what they use to make their product and should know its dangers better than anyone else. Some marking will be done by the Navy, but more and more material will be delivered in marked containers.

As each contractor begins to use the new symbols, he will also provide the Fleet Material Support Office with a Safety Data Sheet which contains basic information on his product. From this, engineers, hygien-

ists and safety officers will come up with storage instructions for material with more than one hazard.

If you are a Storekeeper, you should have seen the new Consolidated Hazardous Item List by this time. This is NavSup Pub 4500, compiled by FMISO. It is better known as CHIL. Several thousand dangerous items are identified in it by name and stock number.

As more data is obtained from contractors, it will be added to the CHIL and, before long, the CHIL will have a new look to match the new hazard symbols.

Every activity receiving the Navy Management Data List gets a copy. Your supply officer should have one.

#### Automation

Some day you may very well decide "Why look up all this in a book? (Such as the CHIL or NavAir 15-03-500 'Packaging and Handling of Dangerous Materials for Transportation by Military Aircraft.')

Some people have already decided not to do so or, when they have looked, they have missed the item. As a result, there have been fires in the aircraft, spill-

## HAZARD IDENTIFICATION SYSTEM

Identification of Health Hazard Color Code: BLUE		Identification of Flammability Color Code: RED		Identification of Reactivity (Stability) Color Code: YELLOW	
Signal	Type of Possible Injury	Signal	Susceptibility of Materials to Burning	Signal	Susceptibility to Release of Energy
4	Materials which on very short exposure could cause death or major residual injury even though prompt medical treatment were given.	4	Materials which will rapidly or completely vaporize at atmospheric pressure and normal ambient temperature, or which are readily dispersed in air and which will burn readily.	4	Materials which are readily capable of detonation or of explosive decomposition or reaction at normal temperatures and pressures.
3	Materials which on short exposure could cause serious temporary or residual injury even though prompt medical treatment were given.	3	Liquids and solids that can be ignited under almost all ambient temperature conditions.	3	Materials which are capable of detonation or explosive reaction but require a strong initiating source or which must be heated under confinement before initiation or which react explosively with water.
2	Materials which on intense or continued exposure could cause temporary incapacitation or possible residual injury unless prompt medical treatment is given.	2	Materials that must be moderately heated or exposed to relatively high ambient temperatures before ignition can occur.	2	Materials which are normally unstable and readily undergo violent chemical change but do not detonate. Also materials which may react violently with water or which may form potentially explosive mixtures with water.
1	Materials which on exposure would cause irritation but only minor residual injury even if no treatment is given.	1	Materials that must be preheated before ignition can occur.	1	Materials which are normally stable, but which can become unstable at elevated temperatures and pressures or which may react with water with some release of energy but not violently.
0	Materials which on exposure under fire conditions would offer no hazard beyond that of ordinary combustible material.	0	Materials that will not burn.	0	Materials which are normally stable, even under fire exposure conditions, and which are not reactive with water.

COPYRIGHT 1966 by the National Fire Protection Association and published in the "Recommended System for the Identification of the Fire Hazards of Materials (NFPA No. 704M)." Reproduced with permission.



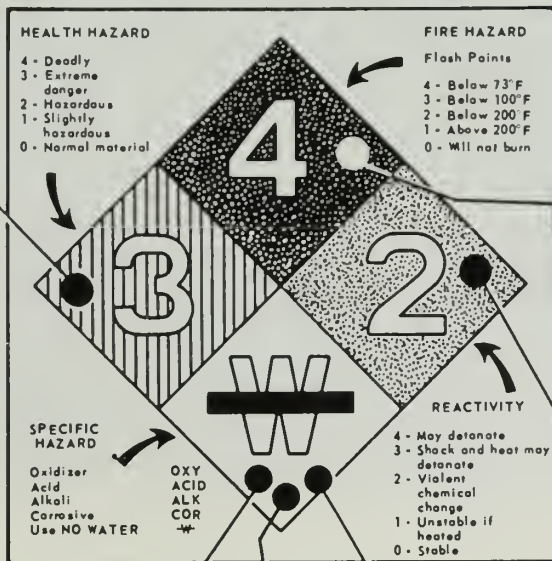
# INSTRUCTIONS ON STORAGE SPACE OF ITEMS CONTAINING HAZARDOUS MATERIAL SYMBOLS

Red
  Yellow
  White
  Blue

If the Health Hazard diamond contains any one of these numerals: 1, 2, 3, or 4 — DO NOT store this item in the same area with items having the symbols: COR, ACID, ALK, or with Food, Clothing or Tobacco

If the Specific Hazard diamond contains one of following symbols, follow these precautions:

If any of these symbols appear in this diamond: COR, ACID, or ALK — This item should be stored in the ACID LOCKER or CORROSIVE STORAGE area, and should NOT be stored with items having the Health Hazard symbols 1, 2, 3, or 4



If the Fire Hazard diamond contains one of these numerals: 2, 3 or 4 — This item should be in FLAMMABLE STORAGE area

If the Fire Hazard diamond contains this numeral: 1 — This item should be in the SPRINKLER PROTECTED STORAGE area

If the Reactivity diamond contains any one of these numerals: 1, 2, 3, or 4 — This item should be HANDLED WITH CARE and stored IN A COOL PLACE

If the symbol OXY appears here, DO NOT store with items having the Fire Hazard symbols 1, 2, 3 or 4

If the symbol ~~W~~ appears here this item SHOULD NOT be in the Sprinkler Storage Space

ed acid, or transport refusal by the Military Air Command.

At best, asking people to refer to a book for special shipping precautions is a sometime thing. Who really knows how or when to use the book?

At present, some computers at supply activities print out "white label" or "red label" or other instructions on the forms used by stock pickers and packers. This is the right way to do it—when a man needs a tool, in this case, information — make it available.

Some day in the future, the data now in the CHIL, together with new information, will be fed to the user through computer programs that produce storage documents, shipment and material release orders, cargo manifests — working paper of all sorts. In this way, the data will be available when and where needed, eliminating chance from the hazardous-data link.

Chemists and safety engineers will have to work out the best instruction for each item which presents a problem. When this is done, an instruction can be recorded in the data system and fed through with the material and documents, so that the data doesn't have to be discovered each time.

## Publications

One source of information on dangerous materials is the National Fire Protection Association publication

"Fire Protection Guide on Hazardous Materials." It combines five separate publications in one volume:

Title	NFPA Number
Flash Point Index of Trade Name Liquids (Covers 7300 products)	325A
Fire Hazard Properties of Flammable Liquids, Gases and Solids (Data on 1100 substances)	325M
Hazardous Chemicals Data (Covers 500 chemicals)	49
Manual of Hazardous Chemical Reactions	491M
Recommended System for the Identification of the Fire Hazard of Materials	704M

The first three titles contain flash-point and other data which will be tied in with the stock numbers in the CHIL. The fourth deals with chemical reactions and is a good guide to potentially dangerous combinations. The final section describes the NFPA Hazard Identification System, and includes the official definitions for each degree of hazard.

Procurement documents are referring to this publication for definitions. Some day it may be recognized as a Federal or military document. Meanwhile, the Supply Systems Command is trying to find a way to get copies to people who need them most. If you think you can use it, but can't wait, it may be purchased for \$5.50 from the National Fire Protection Association, 60 Batterymarch St., Boston, Mass. 02110.



CH-46 helos are spotted forward on Iwa Jima's flight deck, their shapes forming patterns when the sun breaks through a cloud bank.

# A Picture Is Worth Ten Thousand Words

The figure of an Iwa Jima flight deck director takes on an unreal character as he directs aircraft.





**A**SK MOST ANY photographer: For stark drama and beauty, it's hard to beat the play of sunlight, the sky and the silhouetted figure.

That seems especially true when the three are employed pictorially aboard a ship at sea.

Take, for example, the case of the amphibious assault ship *uss Iwo Jima* (LPH 2), until recently deployed to the Western Pacific as a unit of the U. S. Seventh Fleet's amphibious force.

For the crew of *Iwo Jima*, a day at sea usually is taken up by the normal chores associated with ships and seamen.

But there is an important, added responsibility: launching and recovering helicopters carrying combat-ready U. S. Marines and the tons of supplies needed to support them.

While their ship was operating in Vietnam waters as an integral part of an amphibious ready group, the LPH's sailors and her embarked Marines took on the rugged assignment of conducting amphibious assaults on enemy-held coastal areas.

The job was dirty, dangerous and deadly.

But even when you're in combat, there is a chance to see things a different way—if you look hard enough.

And if you take pictures for a living, you do your seeing through the lens of a camera so you can present what you've seen to others.

Aboard the "Jumpin' Jima," men and machines take on a new form and meaning when the photographer tries to make use of sun, sky and silhouette.

—Photo Story by JOC John Burlage, USN  
and JO3 Dean Gruver, USN

The crossed-wands sign by a landing signalman tells the helo pilot he can lower cargo to the deck.



Radar and weather equipment on *Iwo Jima's* superstructure forms a geometrical design. Below: Crewmen ready a cargo net that is to be hoisted to the flight deck.



Below: A giant "snout" is formed by the partially lowered ramp and tail section of a CH-46 Sea Knight.



# today's navy



## EOD Honored by Memorial

Explosive Ordnance Disposalmen who gave their lives while performing an EOD mission are to be honored by a monument on the banks of the Potomac River at the Naval Ordnance Station, Indian Head, Md.

The monument has been designed in the form of four vertical stone slabs on which will be inscribed the names of the EOD honored. Each stone slab will represent one of the four U. S. armed forces.

A fund drive is currently underway through annual memorial balls, direct donations and the sale of EOD plaques to raise the funds for construction. The plaque, a replica of the EOD badge, measures approximately 10 inches across by 5 inches high, suitable for hanging.

Information on plaque purchases together with where donations may be sent can be obtained from any of the service liaison officers at the Naval School, Explosive Disposal, Indian Head, Md. 20640.

EOD units are scattered throughout the world in all branches of the U. S. armed forces. Yet, the EOD technicians seem to have a homing instinct for Indian Head. Here, they receive their basic training; here, they return again and again for refresher training just as they have since the days of World War II. Because of this relationship, the memorial committee decided Indian Head would be the most appropriate site for the EOD monument.

## JKF's Spads

With signs like "Jets are for kids" and "On loan from the Smithsonian Institution", the *Spad* pilots aboard USS *John F. Kennedy* (CVA 67) kept their sense of humor to the end.

The final curtain came down in December for *JKF's Spads* when the carrier returned to its home port with what its pilots vowed were the two oldest operational

aircraft (tailhook type) in the Navy.

The *Spads* (officially known as A-1 *Skyraiders*) were flown by Tactical Electronics Warfare Squadron 33, Detachment 67. For these pilots, flying a *Spad* was like driving an antique car — it took skill and a certain amount of daring.

But even its advocates acknowledged that the A-1 was a difficult plane to fly. "It's not just one go-stick," they said. "You have the throttle, mixture, torque and rudder to worry about."

But with some nostalgia, the pilots also acknowledged that every landing was a thrilling experience. "With the aerodynamics of this plane, you must hit the deck in exactly the right attitude or you bounce and can easily catch a prop."

Although their old A-1s were uncomfortable, most of their flyers volunteered for the duty and were glad they did.

According to them, it was the best plane in the Fleet to teach a pilot fundamentals. One called it "seat of your pants flying."

Aboard *John F. Kennedy*, the *Spads* were used for electronic countermeasures warfare or the detection and jamming of enemy radio signals.

Occasionally, when a jet jockey saw a *Spad* chugging lazily along, he would take it on in a mock dogfight only to be outmaneuvered, outfought and outclassed by the underdog.

Although the *Spad* admittedly was too slow and too vulnerable to compete with a jet, shrewd airmanship and maximum use of its turning capability could occasionally put a *Spad* ahead of its limitations. The *Spad* has, in fact, brought down a *Mig* or two in Vietnam.

But in December, the era which some pilots considered equal to the silk scarf and goggles days of World War I came to an end.



## New Orleans Is New LPH

Men with orders to *uss New Orleans* (LPH 11) have been assigned to the Navy's newest amphibious assault ship.

Homeported in San Diego, *New Orleans* is the third Navy ship named after the gulf port city and famous battles of the War of 1812 and the Civil War.

The first *New Orleans* to see service was a 3430-ton cruiser commissioned in 1898. She served in the Spanish-American War and in World War I. The second ship, a 10,000-ton cruiser, was commissioned in 1934 and survived the Japanese attack on Pearl Harbor to participate in 16 engagements in the Pacific campaign.

Today's *New Orleans* has a completely different mission from those of her predecessors. Weighing in at 18,000 tons, she's designed to transport up to 2000 Marines and their equipment to amphibious operations and land them by means of 20 helicopters from her helicopter deck. In addition, the ship has an antisubmarine capability, if needed, and is equipped to serve as a temporary medical facility and casualty evacuation ship.

The new ship arrived at her home port last March, transiting the Panama Canal from the Philadelphia Naval Shipyard. She made preparations for combat operations and set out on her initial Far East tour on 1 August as flagship for Commander, Amphibious Squadron One.

The addition of *New Orleans* to the Pacific amphibious force bolsters the vertical envelopment concept of warfare. This tactic has been well tested and proven successful by LPHs during some 60 amphibious operations launched so far in Vietnam.

## She Sets a Fast PACE

When *uss New Orleans* (LPH 11) returns from the Western Pacific this winter, 25 of her crewmen will be seasoned college students, members of the Navy's fraternal order of PACE—Program for Afloat College Education.

They enrolled in the program, sponsored in this case by San Diego



**PACE MAKER**—Crewmembers of *USS New Orleans* receive instructions in economics and college algebra from professors of San Diego State College as their PACE program gets underway. At left: the amphibious assault ship, LPH 11.

State College, just before taking *New Orleans*, the Navy's newest amphibious assault ship, on her maiden voyage to the Far East.

Eleven of the men are studying Intermediate Algebra while 14 are learning the Principles of Economics. Credits earned may be applied to college degrees.

PACE is a Bureau of Naval Personnel higher education project offering 40 college level courses to students aboard ships.

Aboard *New Orleans*, some time before the ship got underway for the Western Pacific, instructors from San Diego State College gave daily lectures to the students for the first week of the course. After that, it became a self-study program. Progressive tests have been administered by a ship's officer who also serves as a proctor, answering questions that arise during the students' study.

Near the end of the semester work, after the ship's return, the college instructors will spend another week on board with the students reviewing the course material, then administer final examinations to the classes.

The course grades will be submitted to the college registrar and the ship's educational services officer who will see to it that a certificate of completion, in the name of each student completing the course successfully, is made a permanent part of the Navyman's service record.

Other courses offered by San Diego State College under the PACE program include History, Government, Computer Programming, Trigonometry, Chemistry, Geography, Psychology, and English and American Literature. *New Orleans* hopes to include some of these in future study sessions.



**WINNERS' REWARD**—CDR Earl Rippee, senior class winner, and Seaman Mike Wagenbach, junior winner of the Reserve Nautical Mile Run, receive trophies and a smile from TV star Miss Pat Woodell.



**RESERVE SPEED**—Seaman Mike Wagenbach crosses the finish line to win the under-age-40 class in the Reserve Nautical Mile Run sponsored by Naval Reserve Surface Division 11-35(L), North Hollywood, Calif.

### Nautical Mile Champs

The Third Annual Naval Reserve Nautical Mile Run was held recently at Los Angeles Valley College. It brought out the largest turnout of participants and spectators in the event's three-year history, and previous records were broken in both the senior (over age 40) and in the junior (under age 40) classes.

For the first time, the event was held on a regulation quarter-mile track instead of on the cross-country type course at Valley Plaza Park in North Hollywood, where the unusual race originated in 1967.

The 1968 winners, Seaman Mike Wagenbach, junior class, and Commander Earl Rippee, senior class, scored a repeat victory to become the champs through 1969.

Wagenbach, who is also a Southern California Junior College mile champion, had competed in a five-mile cross-country race earlier that day. He covered the 6076-foot course (which, for you landlubbers, is 265 yards farther than a statute mile) in the foot-blistering time of 5 min., 15 sec., while Rippee established a new record of 6 min., 19 sec. for the senior class.

Other junior class winners in a field of 32 were Chief Fire Patrolman Robert Whitman, second; Lieutenant James Thompson, third.

In the senior class Lieutenant Commander Marvin Wallingford was second; and Commander A. D. Jones, third.

The sponsor of the event was again Naval Reserve Surface Division 11-35(L), North Hollywood, whose Commanding Officer is Commander L. V. Delling. Rear Admiral Charles M. Paxton and Rear Admiral Harland Holman were there to applaud the winners, as representatives of Rear Admiral M. E. Dornin, Commandant, 11th Naval District.

Miss Pat Woodell, appropriately described as vivacious and curvaceous, a former star of a TV series, presented the awards to the winners, along with a Hollywood-style kiss. Another noteworthy factor was that the two first-place winners were both trained by former Olympic distance star Laszlo Tabori, the third man in history to break the 4-minute mile.

### Perry Hall Dedicated

A new technical training building, Perry Hall, has been dedicated at Naval Officer Candidate School, Newport, R. I.

The structure includes 58 classrooms with the latest training devices, a rifle and pistol range, and the Navy's newest computerized tactical trainer — designed to give officer candidates practical application of their 18 weeks of classroom work.

The building is named in honor of the two Perry brothers, naval heroes of the 19th Century.

### Appointment for MOH Winner

Another chapter has been added to the story of Boatswain's Mate 1st Class James E. Williams, one of the most decorated Navymen of modern times.

Williams, who entered the Fleet Reserve in April 1967 after service which earned him the Medal of Honor, Navy Cross, Silver Star and numerous other decorations and awards, has been appointed U. S. Marshal of his home state, South Carolina.

Williams received the appointment from President Nixon during ceremonies at the White House. As U. S. Marshal he becomes South



Carolina's chief federal law enforcement officer.

The retired Navyman received the Medal of Honor from President Johnson in May 1968 when the Hall of Heroes was dedicated in the Pentagon.

As skipper of river patrol boats in the Mekong Delta between May 1966 and early 1967, Williams was twice wounded and many times a hero (ALL HANDS, June 1968). He earned some two dozen medals and awards in the course of his career.

### Qui Nhon Turnover

The turnovers continue and one of the biggest to date took place last November when the U. S. transferred control of the Coastal Surveillance Center at Qui Nhon to the Republic of Vietnam Navy.

The Vietnamese thereby assumed sole responsibility for patrols in half of the 54 inshore surveillance stations between the Demilitarized Zone and the Cambodian border.

Eventually the Vietnamese will take full responsibility for the coastal surveillance and anti-infiltration operations now conducted by U. S. Task Force 115.

### Nha Trang Advisors

**A**S THE VIETNAMESE NAVY continues to grow, Vietnamese Navymen have taken over many jobs formerly performed by Americans.

But for some, such as the U. S. Advisors at the Vietnamese Naval Training Center, Nha Trang, the turnover means more work, not less.

In order to train a sufficient number of Vietnamese in the operation and maintenance of their expanding naval assets, the NTC schools complex has grown to accommodate more students.

Accordingly, the American advisor-instructor team has also been increased.

At this writing, NTC Nha Trang is the site of the Vietnamese Naval Academy, plus seven technical courses which are equivalent to the U. S. Navy "A" schools for Electronics Technician, Electrician's Mate, Radarman, Radioman, Dam-

age Controlman, Quartermaster and Engineman.

The 25-man U. S. Advisory Team has plenty to do.

One officer and eight enlisted men teach the English language, and each of the "A" schools has at

least one senior petty officer who monitors the curriculum and lends technical advice to the Vietnamese instructors.

—Story by LT D. L. Molnar, USN.

—Photos by

Spec 5 J. Burchfield, U.S.A.



Aerial view of the U. S. Navy Training Center, Nha Trang.



SMC Smith (left) watches as Chief Luat sends flashing light to a Signalman class.



EMC Loignan (right) advises Ensign Tao on the distribution of training aids.

LT Colsen (left) and base maintenance officer LT Luy discuss plans for base rehabilitation.



ETC (SS) Bevans (left) and Warrant Officer Ut inspect equipment used for training Vietnamese ETs.



### NUC for Gulfport

Seabees and Marines assigned to the Gulfport Seabee Center have been awarded the Navy Unit Commendation for their rescue and recovery work following the Camille hurricane in August. Eighty-two medals also were awarded at the ceremony held 31 October.

The Gulfport Seabee Center was awarded the NUC for "exceptionally meritorious service from 16 August to 1 Oct 1969 just prior to, during, and after Hurricane Camille struck the Gulf Coast west of Gulfport, Miss., on the night of August 17."

The Legion of Merit was awarded to Captain James M. Hill, Jr., commanding officer of the Center. Eighty-one other officers and enlisted men from the Seabee Center staff; Mobile Construction Battalions 121, 128, 74; the 20th Naval Construction Regiment; the Construction Training Unit; the Fourth Amphibian Tractor Battalion; and the U. S. Marine Corps Reserve were recipients of one of four medals — the Navy and Marine Corps Medals; the Meritorious Service Medal; the Navy Commendation Medal and the Navy Achievement Medal.

The work done by the Gulfport Seabees during and after Camille has been described in the November issue of *ALL HANDS* (page 2).

### Helping Hands

*On these and the following two pages ALL HANDS records a sampling of the many instances during recent months in which the U. S. Navy, its men and its ships have come to the rescue or lent a hand where needed, in various parts of the world.*

*Little publicized, these incidents add up to a meaningful account worthy of recognition.*

### Valcour to the Rescue

Things can get pretty warm in the Persian Gulf, as the crew of *uss Valcour* (AGF 1) can attest.

*Valcour* was moored in the Bahrain Island ship repairing and engineering company yard when a drydocked tug about 50 feet away caught fire. Flames from exploding oxygen-acetylene bottles quickly spread to an oil slick and soon were shooting 100 feet high. Heavy smoke began pouring from the dock.

As the command ship's fire party quickly set up equipment on the fantail and began fighting the advancing flames, the bridge watch made ready to get underway, but before the ship could move, the burning oil had been driven away and *Valcour* chose to remain to fight the fire in and around the drydocked tug.

Assuming command of the situation, *Valcour's* damage control assistant, Lieutenant (jg) Raymond G. Lee directed the rescue party in rigging equipment on the pier. Meanwhile, Damage Controlman 2nd Class J. D. Messer led the attack and swept flames off the water while other members of his team rigged portable firefighting pumps and foam generating gear.

They were soon joined by local shipyard workers and within 20 minutes of the first alarm had the flames under control. The fire was declared extinguished in little more than an hour.

The tug, *Kermac XVII*, of Panamanian registry, sustained topside and exterior hull damage. The ground and surrounding area were

charred from the flames, but another drydocked tug and barge were undamaged. No one was injured in the incident, nor was there any damage to *Valcour*, flagship for Commander, Middle East Force, which operates in the Persian Gulf, the Red Sea and the Indian Ocean.

### Long Beach Rescues

Being a member of a ship's search and rescue team in Vietnam waters is like being a fireman. While waiting for the firehouse bell to ring, you train and practice. Then you train and practice some more, not really certain whether or not you want your professionalism tested.

But odds are better than even the test will come, just as it did recently for the crewmen of the nuclear-powered guided missile cruiser *uss Long Beach* (CGN 9).

Word had reached the ship that an A-7 *Corsair* jet pilot was in trouble and soon would be forced to bail out near the Vietnamese coastline. He had been on a mission from the carrier *Coral Sea* (CVA 43), but because of engine failure would ditch about 15 miles short of his return.

*Long Beach* served as the coordinator during the rescue effort. Her combat information center directed two helicopters to the scene and dispatched the destroyer *Alfred A. Cunningham* (DD 752), traveling in company with CGN 9, to the pilot's aid. One of the helicopters plucked the uninjured pilot from the water and flew him directly to the carrier.

It was that easy, but only because of the fireman-like training and practice exercised by the *Long Beach* rescue team, reports the ship.

### Nam Hoa Waterworks

No matter how you look at it, Nam Hoa, RVN, is a bleak and desolate place. Perhaps only the Seabee sense of humor could convert its waterworks to Ye Old Seabee Inn. That's what happened and the sign in Old English at the gate proves it.

There are only five Seabees at Nam Hoa. It's their job to supply

A Navyman returning home receives a real welcome as photographed by AN Richard L. Klain, USNR.





nearly a million and a half gallons of water each day to thousands of Army, Navy, Marine Corps and Air Force men who occupy the large Phu Bai complex.

The water is pumped from the Perfume River through 10 miles of 12-inch pipe to a treatment plant at Dong Da on the outskirts of Phu Bai. Here the water is settled, passed through rapid sand filters and chlorinated.

To keep a steady flow of water at correct pressure in the pipeline, somebody must be on the job 24 hours a day.

There are, for example, the station's powerful motors to be checked constantly, refueled and kept in smooth running condition.

For the men at Nam Hoa, the pipeline itself is another item to keep in repair. It is laid on or near the surface of the ground and sometimes develops leaks—occasionally through bullet holes.

Although such leaks don't appreciably affect the water pressure, they have a nuisance value and one man has to check the water line daily.

The necessity for constant operation of the installation has virtually required its Seabees to set up house-

keeping at the station; eating and sleeping next to the pump motors.

Such domesticity isn't without risk. Nam Hoa is only a few miles from the A Shau Valley which, in the past, has been the scene of heavy fighting. The Seabees haven't forgotten this and keep a watchful eye for any suspicious movements.

—Journalist 3rd Class Larry Long.

### Francis Marion Helps Anita

Mediterranean duty isn't dull—at least not for the Navy men of *uss Francis Marion* (LPA 249) and other ships of Amphibious Squadron 4.

First the men of the squadron helped fight a forest fire at Cannes, France. Then, in Malta, men from *Francis Marion* helped save a burning freighter.

The most recent break in the routine came while the squadron was anchored at Carboneras, Spain, for an amphibious exercise. A local fishing trawler, the 50-foot *Anita G*, holed her port side on rocks and settled close inshore with her decks awash.

On a request from the mayor of Carboneras, the *Francis Marion* Rescue and Assistance Team went to work to refloat the trawler.



**SCHOOL TIME**—Mrs. Marylin Erickson, a Subic Storyteller, adds music to English lesson as she participates in Subic Naval Base People to People project.

Divers from UDT 21 assessed the damage to the foundered boat. Then damage controlmen from *Francis Marion* sealed the topside hatches and rigged pumps to raise her.

While more than 200 townsmen watched, two LCM-6s and a LARC amphibious vehicle pulled

## NAS Memphis: Accent on Youth

More than 750 children came to NAS Memphis last summer for fun and learning in the base Summer Youth Program.

The children, mostly from the poorer sections of Memphis, were given tours, boat rides, swimming instruction, and physical and moral guidance during their three-day stays with the Navy.

Now in its second year, the youth program was established to support the President's Youth Opportunity Program. It is a joint effort of NAS Memphis and Youth Services in Memphis, Inc. (For a different kind of Navy youth program, see the article entitled "NTC Bainbridge: Camp Concern" in the September 1969 issue, page 32.)

The youngsters arrived on base in buses provided by Youth Services, and were assigned to civilian

and Marine Corps counselors. In the next three days, their schedules were on a Navy pattern. They adhered to reveille and taps, swabbed decks, stood inspections, and ate in the base mess hall.

Navy chaplains met with the groups for lectures and movies on character guidance, religious activities and moral responsibility. The children were given fluoride treatments at the base dental clinic and a Navy physical fitness test in the base gym.

But the majority of the visit was devoted to fun and learning. The youngsters were shown water safety procedures, then swam in a base pool. They took three-mile hikes to Navy Lake; on arrival, they received instruction in safe boating practices and then went on boat rides. Softball games and track

meets stressed teamwork and sportsmanship.

New this year was a program for girls. A group of 21 girls set out in late August to follow nearly the same schedule as that of the boys. Though a few planned activities were dampened by rains after the passage of the remnants of Hurricane Camille, the girls enjoyed the pools, exercise room, bowling alleys, mess hall and Wave quarters.

Charles Novak, youth director of the NAS recreation department, called the summer activity "a modern program providing for individual needs, differences and interests to help the participant find personal satisfaction and enjoyment."

Apparently the program fulfilled its mission. The kids had a ball.

*Anita G* onto the beach.

The Navymen gently turned the boat onto her starboard side to expose the damage, four large holes and several small ones. *Francis Marion* damage controlmen made patches of white lead, canvas and sheet lead; UDT 21 divers nailed the patches in place.

Just as *Anita G* was ready to be refloated, a storm came up. Two Marine tracked vehicles held her fast as the surf pounded the beach.

She suffered some additional damage in the storm—but it's almost certain that if she had been left in her original position, off-shore with decks awash, she would have been demolished by the 15-foot surf.

*Anita G's* owner offered bottles of wine to the salvage team to show his gratitude for saving his boat.

Thanks to *Francis Marion*, the United States now has some firm friends in Carboneras. Also in Cannes and Malta (see below).

### PMU at Da Nang

Under the bright light in the quonset hut, deft hands worked quickly with the tiny scalpel. A drop of saline solution fell from a bottle overhead. The salivary glands were removed.

And it all happened under a microscope. The Preventive Medicine Unit (PMU) of the station hospital, Naval Support Activity Da Nang, had finished dissecting one of thousands of mosquitoes as part of its quiet battle against malaria.

At some times in the past several years, eight of every 10 hospital beds in Vietnam were occupied by victims of disease, not war. The major disabler has been malaria.

The female anopheles mosquito transfers malaria parasites to humans when it "bites" men. The best way to prevent the disease is to eliminate the mosquito before it has a chance to bite people.

However, not all of the 39 known types of anopheles in Vietnam may be carriers. The PMU is now directing an insecticide control program aimed at all types—but in an area as large as I Corps (the five north-



Member of Preventive Medicine Unit, Naval Support Activity Da Nang, checks mosquito organs for malaria parasites.

ernmost provinces of the Republic of Vietnam), it's impossible to kill all the mosquitoes.

A reduction in the number of mosquito carriers can best be achieved if the unit can identify the types responsible for disease transmission and determine the distribution as well as their feeding and breeding habits.

Control operations can then be directed to the particular species. Insecticides are more effective when applied during the period that the mosquitoes are concentrated for feeding near the human host or when applied to water sources producing the mosquitoes. Both of these habits vary widely among the different types.

One type might breed only in swamps and feed at night; another feeds during daylight and breeds in small pockets of stagnant water, such as tin cans. If one type is identified as a carrier, knowledge of its habits will allow the PMU to zero in on it without wasting effort on less harmful types.

So unit members collected more than 300,000 mosquitoes in the past year. They used bait in traps such as light bulbs and dry ice—the latter because it gives off carbon dioxide, which mosquitoes mistake for the CO<sub>2</sub> in a man's breath. But

often the collectors offered themselves as bait, to establish which types of mosquitoes are man-biters in a particular area. Two collectors have contracted malaria.

Disease is not the only danger. Since trapping in areas where malaria is most common increases the chance of finding carriers, collecting team members must often go into combat areas. Most have been fired at while catching mosquitoes.

After the insects are caught, female anopheles are dissected. Examination of the salivary glands and gullet, where malaria parasites live, exposes the parasites if they are present and establishes which types of mosquitoes are carriers.

How many mosquitoes will it take? Quite a few. "Since the number of mosquitoes carrying malaria is thought to be as low as one in 10,000," a PMU entomologist noted, "we can hope to find only four or five carriers this year. However, finding that many carriers of one type will be significant."

PMU members are well qualified for the long task. The entomologists have an average educational level of master's degree or higher in the study of insects; working with them are doctors and highly skilled lab technicians.

One team member summarized their work:

"We are rarely rewarded with a positive result of our efforts. But we look forward to making a decisive step in controlling malaria, and that will be compensation enough."

—Story by Seaman Tim Lederle

—Photo by PH1 L. D. McLendon

### Firefighting at Malta

Each year, the island of Malta observes a national holiday known as Great Siege Day to commemorate the lifting of the Turkish siege in 1565 and the Axis siege in 1944.

The port city of Valetta becomes crowded with Sixth Fleet Navymen and other tourists who join the Maltese in there'll-be-dancing-in-the-streets-tonight type celebrations.

This past fall, Great Siege Day



almost had a crisis. Three days before the festivities were to begin, *ss Kristine Pace*, a Maltese freighter, broke out in fire while anchored in the harbor off Valetta.

It was the type of fire you hear about at damage control school. The ship was virtually engulfed in flame. Her main deck buckled from the heat and her hull glowed cherry red.

The U. S. ships visiting the harbor for Great Siege Day were quick to respond to the emergency. They immediately called for firefighting and rescue crews and began to lower boats.

First to reach the stricken freighter was a boat from *uss Francis Marion* (LPA 249). The boat crew pushed alongside *Kristine Pace* and rescued four men from her burning decks.

Meanwhile, firefighting parties from *Francis Marion Rankin* (LKA 103), *Donner* (LSD 20), *Ashland* (LSD 43), *York County* (LST 1175), *Zellars* (DD 777), *Norris* (DD 859) and *Grand Canyon* (AD 28) arrived at the scene and began to pour water onto the blaze.

Two hours and thousands of gallons of water later, *Kristine Pace's* topside fires were out. The salvage ship *Opportune* (ARS 41) then tied up alongside and sent teams below decks to extinguish flames that still burned in the hold.

The Maltese port captain later said the freighter would surely

have sunk had it not been for the "professional and timely assistance of the U. S. Navy firefighters."

And had the ship sunk, enough of the harbor would have been blocked to make Great Siege Day more of a bust than ball.

### Tunisia Offered Helping Hand

The rain that poured onto central Tunisia in North Africa last October was the heaviest in 68 years. Floods washed away thousands of homes. More than 400 were known dead.

Of immediate concern were food, shelter items and medical supplies, including drugs to combat typhus and typhoid, for the farmers and villagers isolated inland.

But moving these items posed somewhat of a problem, because flooding had made travel impossible except by foot or by donkey.

*uss Concord* (AFS 5), operating in the Mediterranean north of Tunisia, had no donkeys, but she did have two helicopters.

As the crisis developed, the combat store ship turned hard right and in less than 22 hours was unloading supplies at Lagoulette, Tunisia, and moving them by helo to four of the hardest-hit inland areas.

During one day of airlift operations, the pilots and crewmen moved more than 22,000 pounds of food and medical supplies.

To reach the areas isolated by flooding, the pilots landed the aircraft on streets, a soccer field and,

in one instance, a railroad track.

The helicopter that Lieutenant (jg) John Olmstead first landed in the middle of the main street of Sidi Bou Ali was greeted by more than 800 starving Tunisians. The city had been isolated for seven days and virtually without food for most of that time.

Meanwhile, Lieutenant Charles Mattox landed his helicopter at an abandoned railway station five miles south of Kairouan, a village that had been washed away in the flood. There was no landing site, as such, so LT Mattox put the helo down on the railroad tracks . . . "The front wheels between the tracks, the side wheels on the outside of the rails."

He found 60 townspeople desperate for food. Twelve children and one woman had already perished.

After reporting this situation, a helicopter piloted by Lieutenant Commander Willard Salo and Lieutenant Marvin Bulson rushed 4000 pounds of food and blankets to the flood victims.

By now, LTJG Olmstead was making his third airlift of the day. He flew 1000 pounds of medical supplies and 16 doctors and nurses from the medical assistance ship *ss Hope* at Tunis to the city of Sousse. He then ferried a doctor and 600 pounds of medical goods to Hergla, where outbreaks of disease had been reported.

Similar relief operations by *Concord* and her helicopters continued for several days.

The helicopters were from detachment 86 of Helicopter Support Squadron Six (HC 6). *Concord* is based at Norfolk.

### Welcome Home

With bands playing, flags waving, and families crowding the pier, these ships returned from deployments recently:

- *uss Higbee* (DD 806), to Long Beach after six months with the Seventh Fleet in Southeast Asia.

Her assignments included operations with a guided missile frigate, joining the DLG for mutual air and surface defense, standing by to

This homecoming at Pearl Harbor included a band on the pier and a welcome by hula dancers, but this Navyman received the warmest aloha of all.—Photo by JO1 Richard Montgomery.





**DOUBLE DECKER**—At least that is what it looks like as the oiler USS *Platte* (AO 24) comes alongside the amphibious assault ship Okinawa (LPH 3)

recover, if need be, downed pilots, and refueling SAR helicopters. *Higbee* also screened carrier forces and gave gunfire support to shore forces in Vietnam.

- *uss Agerholm* (DD 826), to San Diego from a seven-month Western Pacific cruise.

She operated with cruisers and frigates, acted as screen ship and plane guard for carriers, and was selected as first runner-up for the Top Gun Award by the First Air/Naval Gunfire Liaison Company for her performance of gunfire support duties.

In one action, *Agerholm* operated within 1000 yards of a Viet Cong-dominated area to stop an enemy ambush of allied troops with well-aimed gunfire. Firing at a range of more than three miles, she pinned down the communist troops with projectiles landing within 50 yards of allied forces.

During the cruise, she visited Australia, New Zealand, Samoa, Japan, Taiwan, Singapore, the Philippines and Hong Kong.

- *uss Frank Knox* (DD 742) and *uss Lynde McCormick* (DDG 8), to San Diego after seven months in WestPac. with Commander Destroyer Division 172 embarked.

*McCormick* destroyed or damaged 523 enemy structures and bunkers in gunline assignments, and performed carrier screening duties.

*Knox* also provided gunfire support and screened frigates and carriers. During the cruise, she was awarded the Battle Efficiency "E" as the outstanding ship of Destroyer Squadron 17 in 1968. She has also won the Arleigh Burke Fleet Trophy as the most improved combat-ready ship in the Pacific Fleet.

Among the ports of call for *Knox* and *McCormick* were Australia, Midway Island, Guam, Okinawa, Taiwan, Samoa and the Philippines.

- *uss Mauna Loa* (AE 8), to Bayonne, N. J., from a seven-month Mediterranean cruise.

The 26-year-old ammunition ship visited Athens, Barcelona, Naples, Genoa and Malta. She participated in NATO and fleet readiness exercises.

- *uss Platte* (AO 24), to Long Beach after eight and one-half months in the Western Pacific.

The Fleet oiler steamed 53,000 miles and distributed more than 30 million gallons of fuel oil and aviation fuel, 135,000 pounds of

freight, 342,000 pounds of ammunition and 34,000 pounds of provisions to Seventh Fleet ships during the deployment — not to mention movies and mail.

She visited the Philippines, Hong Kong, Taiwan, Japan, Samoa, Hawaii, New Zealand and Australia. Film and TV star Phyllis Diller gave an impromptu show on board in Sydney, Australia.

*Platte* will celebrate her 30th birthday in December. She claims the distinction of being the oldest Navy ship in continuous active service.

### Welcome, Welcome, Welcome

They had seen exotic places—the Philippines, Korea, Hong Kong, Taiwan, New Zealand, Thailand, Japan and Vietnam—and done great things.

And now they were heading for their last port call — and home. These ships returned to CONUS from the Western Pacific:

*uss Kitty Hawk* (CVA 63) ended her fourth combat cruise as she pulled into San Diego with Air Wing 11. Her operating area in the eight-month deployment ranged from the Gulf of Tonkin to the East China Sea.

Ten days after the cruise began, the carrier and air wing received the Presidential Unit Citation for their 1967-68 cruise, giving *Kitty Hawk* the distinction of being the first ship to earn the PUC in the Vietnam conflict.

In five line periods, her aviators engaged in missions in support of allied troops in the Republic of Vietnam.

The *Hawk* served as flagship for Commander Task Force 77. Command of the force passed from Vice Admiral R. W. Cousins to Vice Admiral M. F. Weisner in ceremonies on her flight deck in July.

*uss Ticonderoga* (CVA 14) came home to San Diego to end a seven-and-a-half-month deployment, her last as an attack carrier. She claimed to be the only *Essex* class carrier to make five combat cruises to Vietnam.

Her Air Wing 16 pilots operated



in support of U. S. and Republic of Vietnam forces.

*Ticonderoga* celebrated the 25th anniversary of her commissioning in May. At that time, she was the oldest CVA in the Seventh Fleet.

The carrier changed her home port from San Diego to Long Beach in October as she began an overhaul and conversion to antisubmarine duties. After conversion, she will remain in Long Beach to replace *uss Hornet* (CVS 12), which is due for deactivation in March 1970.

San Diego also welcomed *uss Saint Paul* (CA 73) as she completed a seven-month Western Pacific cruise.

*Saint Paul*, the only heavy cruiser in the Pacific Fleet, spent most of the deployment off the coast of Vietnam, supporting allied forces ashore.

During her fourth Vietnam deployment, the cruiser served as flagship for Commander Cruiser-Destroyer Group, Seventh Fleet.

Between line periods, *Saint Paul* visited Hong Kong, Japan, Thailand, the Philippines, Hawaii and Korea.

*uss Chicago* (CG 11) returned to San Diego after seven months in WestPac. The guided missile cruiser served primarily as a Positive Identification Radar Advisory Zone (PIRAZ) ship, tracking and identifying all aircraft in her operating area. An additional duty was search and rescue (SAR) for downed U. S. fliers.

The dock landing ship *uss Tortuga* (LSD 26) returned to Long Beach after eight months in the Western Pacific. During the cruise, she carried 429 Navymen and Marines, 228 vehicles and 61 small craft. She acted as primary control ship for the amphibious operation Daring Rebel back in May 1969.

*uss Dale* (DLG 19) came home to San Diego after her fourth Vietnam cruise. The guided missile frigate performed search and rescue, carrier escort and plane guard assignments in the Gulf of Tonkin.



This quartermaster is taking a visual fix with an alidade to determine the position of his ship.

the East China Sea and the Sea of Japan.

At the end of her tour, *Dale* maneuvered off New Zealand in the annual Longex 69 exercise, a joint training operation of the navies of New Zealand, Great Britain, Australia and the U. S.

Her sixth deployment to Vietnam ended for *uss King* (DLG 10) as she pulled into San Diego.

The missile frigate operated in the Sea of Japan and performed SAR and PIRAZ duties in the Gulf of Tonkin. In her SAR assignment, she recovered two Navy pilots, who had been forced to eject because of engine trouble.

Her crew visited Pearl Harbor,

Midway, Yokosuka, Sasebo, Kobe, Subic Bay and Hong Kong.

Destroyers returning from WestPac included:

- *uss Gurke* (DD 783), to San Diego from her fifth combat deployment. She performed carrier escort and plane guard missions, gunfire support, SAR and special operations. *Gurke* rescued a downed Air Force pilot off the coast of Vietnam.

- *uss Rowan* (DD 782), *uss Chevalier* (DD 805) and *uss Buchanan* (DDG 14), returning to San Diego together with Commander Destroyer Division 152 embarked. *Chevalier* was credited with reseuing two downed pilots and a man overboard from *uss Bon Homme Richard* (CVA 31).

- *uss Radford* (DD 446), to Pearl Harbor, ending her last deployment before decommissioning. In her 27 years of service, *Radford* saw action in World War II and the Korean and Vietnamese conflicts. In February 1943, she was given credit as the first Navy ship to shoot down an enemy aircraft with full radar gunfire control.

- *uss Douglas H. Fox* (DD 779), to Norfolk to end a Vietnam cruise. In more than 60 missions, she gave gunfire support to allied troops from the Rung Sat Special Zone in the south to areas near the Demilitarized Zone in the north. Other duties included carrier escort.

ON ICE—PH2 W. W. King captured this wintry setting aboard *USS Myles C. Fox* (DD 829).



### Thirty-Nine Awards

One of the Navy's most highly decorated pilots has been awarded his second Silver Star Medal for gallantry in Vietnam.

He is Lieutenant Commander Gerald C. (Gary) Caron, an officer on the staff of Commander Task Force 77 aboard the carrier *USS Kitty Hawk* (CVA 63) operating in the Far East.

It brought to 39 the number of decorations awarded to the 33-year-old naval aviator who received his latest medal for flying the first single plane, night radar mission against the enemy on 22 Aug 1967.

Then serving in an A-6A all-weather radar aircraft with Attack Squadron 196, LCDR Caron took his lone aircraft into a heavily defended area, and successfully completed his assigned mission.

LCDR Caron has been credited with having carried out the first



LCDR Gerald Caron has received his second Silver Star medal for gallantry in Vietnam. One of the Navy's most highly decorated pilots, Caron is now serving as target officer of Commander Task Force 77 aboard *USS Kitty Hawk* (CVA 63).

night radar mission against enemy surface forces, receiving one of his four Distinguished Flying Crosses for action in the Tonkin Gulf in August 1966.

His other major military decorations, in addition to the Silver Stars and DFCs, include 16 Air Medals, five Navy Commendation Medals, two Navy Achievement Medals, and the Armed Forces and Navy Expeditionary Medals.

The Regis (Colorado) College graduate joined the Navy in 1957, and from the outset of his aviation career, developed a reputation as a bull's-eye bombardier. He won several awards for his bombing skill from 1958 through 1960, including the top bombardier awards in the Pacific Naval Air and Fleet Air Whidbey bombing derbys. LCDR Caron also earned the title of Top Gun Bombardier and Navigator at the 1959 All-Naval Air Weapons Meet.

### New BEQ in Hawaii

A new bachelor enlisted quarters to accommodate 350 Navymen assigned to the Fleet Operations Control Center at Wheeler AFB, Hawaii, will be built under the "turn-key contract" procedure. The BEQ will follow a traditional Hawaiian design.

Under the turn-key method, the contractor agrees to design and construct the job to the point where the building is ready for occupancy. This contract method has not previously been used in barracks construction.

In the case of the new barracks, the Officer in Charge of Construction, Mid-Pacific, advertised the contract for competitive bidding. Six prospective builders then submitted preliminary designs with specifications and cost quotations.

The proposals were reviewed by a board that considered all aspects of the project, including site, design, engineering, specifications and cost. The winning bid by a Honolulu contractor was the lowest which conformed to Navy standards.

The new barracks will include a

three- and four-story building. Walls will be of concrete masonry and roofs of enamel-coated aluminum gable. The building is scheduled to be completed next August.

### New Barracks at Philly

The second of three new concrete barracks has been opened at Philadelphia Naval Station.

The 500-man structures are designed with four wings and three stories, and are completely air-conditioned.

One floor of the second barracks is reserved for Waves.

The three buildings, including one now under construction, are the first barracks built at Philadelphia since before World War II.

### Enlisted Quarters at Glynco

Two new Navy barracks—if you can call them that—have been opened at Glynco, Ga.

They're nothing like the barracks you knew in boot camp.

Each building houses 182 men in 47 rooms, with one to four men in a room. An innerspring bed, a closet-style locker, an easy chair

and a writing desk are provided for every man.

The air-conditioned buildings each include a central lounge for greeting guests—and color television in a TV room.

Taps doesn't mean "lights out" for everyone, since each room has its own light switch. Every man has a reading lamp, so he can read or study in bed without disturbing his roommates.

The new bachelor enlisted quarters will be occupied by men of the Naval Air Technical Training Center and Naval Air Station at Glynco.

New Great Lakes housing is scheduled to project is designed to house 200 families.







NEW MODEL—A TA-4J, two-seated training version of the A-4 Skyhawk attack jet, makes a landing aboard USS Wasp (CVS 18).

### TA-4J Used to Train Students

A new model of one of the Navy's most versatile aircraft has taken on still another duty — training student naval aviators.

The TA-4J, a two-seat version of the famous single-place A-4 Skyhawk attack jet, made its first student carrier landings aboard USS Wasp (CVS 18) in the Gulf of Mexico in September.

Wasp was serving as training carrier for the Naval Air Advanced Training Command, Corpus Christi, while Lexington (CVT 16), the regular training carrier, was being overhauled.

The TA-4J will replace the F-9 Cougar as advanced training aircraft over the next three years. The Cougar was introduced to the Fleet in 1952, four years before the first of many models of the A-4 entered Navy service.

According to Rear Admiral F. C. Turner, Chief of Naval Air Advanced Training, "design improvements and increased capabilities of the Skyhawk will result in a more highly qualified pilot by the time he receives his Navy wings."

And Commander Kenneth D. Kugler said, "It's the finest aircraft the training command has ever had." CDR Kugler is commanding officer of VT-21, the first training squadron to receive the TA-4J.

Single-place combat versions of the Skyhawk, the Navy's smallest combat plane, are in service in carriers and in Marine units throughout the world. The 500-mile-per-hour jets can be used as bombers, photo planes, tankers to refuel other aircraft, and even fighters in a pinch.

Earlier two-seat models have seen duty in replacement air wings, but the TA-4 had not been used to train student aviators until the past year.

### AGTR, CB Deactivations

Four technical research ships and seven mobile construction battalions have joined the list of Navy units to be deactivated this fiscal year as part of the defense savings program.

The ships are USS Oxford (AGTR 1) and Jamestown (AGTR 3), homeported at San Diego; and Georgetown (AGTR 2) and Bel-

mont (AGTR 4), based at Norfolk. All four ships are 24 years old; each carries 300 officers and enlisted men.

The construction battalions, each comprising about 752 Navymen, are scheduled for deactivation in November and December. They are NMCBs 9, 11 and 8, based at Port Hueneme; NMCB 128, Gulfport, and NMCBs 6, 58 and 53, Davisville.

About 5000 men are to be released from active duty as a result of the Seabee disestablishments. Those who chose to remain on active duty or are ineligible for release will be transferred to other units.

Total savings from deactivation of the four ships and seven NMCBs will be about \$43 million.

A list of 99 ships and 11 aviation units scheduled for retirement appeared in ALL HANDS, November 1969, p. 36.

In another aspect of the economy drive, the Navy has announced plans to reduce its civilian work force nationwide by about 30,000 during fiscal year 1970, mainly by normal attrition. Since most of the billets for these civilian workers are being eliminated, the reduction is not expected to affect rotation for Navymen.

### New Recruit Chapel

Navy boots at Orlando's Naval Training Center recently attended the dedication of a chapel built for their exclusive use. The edifice was among the first scheduled for construction at the Center's Recruit Training Command.

After a dedicatory service which included music by a 100-voice Recruit Blue Jacket Choir, the chapel was open for tours by the public.

In addition to its main sanctuary which seats approximately 1000 persons, the building includes a small Jewish chapel and a Catholic oratory to be used for daily Mass and confessions. There is also office space in the building for four chaplains.

The chapel's first weekly schedule included three Protestant services, one Roman Catholic, one Jewish, one Christian Science and one Latter Day Saints service.

ready for full occupancy soon. The shown are enlisted men's housing units.



# bulletin board

## Early Out May Cost You Extra Months Of GI Bill Educational Assistance

If you're scheduled for early discharge or separation, you may receive less GI Bill educational assistance than the man who stayed in longer, according to the Veterans Administration.

Servicemen who are separated with less than 18 months of active duty receive only one and a half months of GI Bill aid for each month of service. (For example, a man discharged after 16 months of active duty is eligible for 24 months of educational help.)

However, a serviceman who has served 18 months or more on active duty may receive 36 months of GI Bill aid.

VA has asked each service to insure that men being separated or discharged understand the 18-month qualification for full GI Bill benefits.

Eligibility is spelled out in Title 38, U. S. Code, Subchapter II, Section 1661:

"... each eligible veteran shall be entitled to educational assistance under this chapter for a period of one and one-half months (or the equivalent thereof in part-time educational assistance) for each month or fraction thereof of his service on active duty after Jan. 31, 1955. If an eligible veteran has served a period of 18 months or more on active duty after Jan. 31, 1955, and has been released from service under conditions that would satisfy his active duty obligation, he shall be entitled to educational assistance under this chapter for a period of 36 months. . . ."

## Class C Welding School at San Diego Offers Broader Specialization Areas

Sparks are flying everywhere in the Class C Welding School at NTC San Diego, now that the school's new format is in operation.

The increased activity began early last fall when new courses were added to the curriculum, student quotas were raised and convening dates for classes stepped up.

The new format offers a broader field of specialization to the student. Instead of studying general weld-

ing on an intermediate or advanced level, he may enroll in one or more of six specialized courses and work toward a specific NEC.

Below is a table showing the course titles, the length of each course, the NEC codes that may be earned by completing a course, and the annual student quotas per course.

At one time, students were ordered to the school under permanent change of station orders and then reassigned upon completion of training. Now, however, a command may order an individual to the school on a TAD basis, thus benefiting from his specialized knowledge of welding upon his return.

Almost all Navymen assigned to the welding courses in San Diego are in the shipfitter rating, E-3 and above. However, qualifying BTs converting to the new BR rating may be assigned.

Requests for Class C Welding School quotas may be made through the regular chain of command to the Bureau of Naval Personnel (Pers-B2156). Quotas are granted on an individual basis only.

The six new courses now in effect are:

Course	Length	NEC Quota
Brozer	4 weeks	SF-4951 375
Plate Welder	10 weeks	SF-4952 400
Pipe Welder	4 weeks	SF-4954 175
High Pressure Pipe Welder	4 weeks	SF-4955 175
Nuclear Power Plant Components Welder	14 weeks	SF-4956 75
Pressure Hull Welder	2 weeks	SF-4953 150

Two courses offered by the school which were unaffected by the recent changes are the 16-week Nuclear Propulsion Plant Operators Welding and 14-week Nondestructive Testing of Metals courses.

## Civilian Clothing for Chiefs

Chief petty officers may wear civilian clothing to and from their ships on liberty.

The khaki working coat is eliminated as an optional uniform item.

These are two of the changes to *Uniform Regulations* contained in BuPers Notice 1020 (12 Dec 1969). This notice also described the SSBN Deterrent Patrol Insignia. Here's a summary:

**Civilian Clothes.** Chief, Senior Chief and Master Chief petty officers may possess civilian clothing at shore stations and aboard ships in U. S. ports.

Also, unless specified otherwise by the Fleet or area commander, the senior officer present may authorize chiefs to stow civvies aboard ship and wear them on liberty in overseas ports. The civilian clothing may be worn while leaving or returning to the ship or station, while awaiting transportation after permission to leave the ship has been given, and generally in any off-duty status ashore. As usual, the dress must be "appropriate for the occasion and uphold standards of good taste."

**Khaki Coat.** The wash-cotton khaki working coat, popular in the 1940s but seldom seen in recent years,

A Phantom takes off from USS Kitty Hawk (CVA 63). This pointing, by John Steel, is part of the display at the U. S. Navy and Marine Corps Exhibit Center.





is eliminated as an optional item for officers and chief petty officers.

**Patrol Insignia.** The SSBN Deterrent Patrol Insignia is a silver-color metal pin which shows the broadside view of a *Lafayette* class submarine and a *Polaris* missile circled by three electron paths. Stars positioned on a scroll at the bottom of the insignia indicate the number of patrols in which the submariner has participated.

Men who are entitled to both the Submarine Combat Patrol Insignia and the SSBN Deterrent Insignia may wear one or the other but not both.

### **Nature of the Occasion Determines When Navy Uniform Should Be Worn**

The Navy Department has established certain guidelines to follow when in doubt whether or not to wear your uniform at other than official functions.

Specific limitations were spelled out in a recent change to *U. S. Navy Uniform Regulations*, 1959, which apply to all members of the naval service, including those retired, those in a Reserve status, and certain former Navymen.

The rules say: you may wear your uniform if you're a special guest speaker at the court-of-honor ceremony of a local Boy Scout troop, but definitely not in the unlikely event you were to attend a meeting or demonstration with totalitarian, fascist, communist or subversive overtones. If you don't know which organizations fall into these categories, the Attorney General of the United States has singled them out in General Order 10450.

Similarly, the naval uniform must not be worn at functions sponsored by individuals seeking to alter the form of the government by other than constitutional means, or at meetings sponsored by persons who have adopted a policy of advocating or approving acts of force or violence to deny others their rights under the Constitution. Nor, can it be worn in connection with furthering one's political aspirations or convictions or in connection with private employment or commercial interests, especially when doing so would suggest an official Navy or DOD sponsorship.

Certain former Navymen may be authorized to wear their uniforms at special occasions such as military funerals, memorial services, weddings and inaugurations, a privilege extended to those members who served honorably during a declared or undeclared war and whose service ended under honorable conditions. The provisions of DOD Directive 1334.1 or those of 10 USC 772 apply. Medal of Honor recipients may wear their uniforms at their pleasure, within the margins of limitations mentioned above.

Regardless of your status, to ensure that you keep well within the margin of limitations, you must receive authorization from competent authority before wearing your uniform while participating in public demonstrations. These include public speeches, interviews, picket lines, marches, rallies and civil rights protests. Perhaps the best rule of thumb is never wear the uniform if doing so would be in violation of *Navy Uni-*

*form Regulations*, or would bring discredit upon the Navy and the Armed Forces.

As a Navyman you are strongly encouraged to wear the uniform, however, while on leave or liberty and when engaged in activities which bring credit to the uniform. It's one way you can demonstrate that you are a man serving his country.

### **Color Prints of Paintings Will Help Solve That Decorating Problem**

Do you have a den you want to decorate? A wardroom that needs freshening? An EM club? Relax. Uncle Chinfo has the answers. Twenty-six of them.

Since before World War II and continuing through the Navy's special actions in the Vietnam area, the U. S. Navy has had its history recorded by artists in more than 3000 paintings. The 26 color prints listed below are the first group of paintings reproduced from the Navy Combat Art Collection for general Navy issue and sale to the public.

Each print is a faithful reproduction of the original, 22 by 28 inches in size.

A pamphlet, "Your Navy," NavSo P-3079, which contains a one-color illustration of each of the 26 prints, may be requested from the Commanding Officer, Naval Publications and Forms Center, Philadelphia, Pa. 19120, by submission of a DOD Single Line Item Requisition, DD 1348, citing Stock No. 0515-929-0000.

Requests for color prints for official use should be submitted on DD 1348 to the CO at the Publications and Forms Center, citing the applicable stock number listed below for the individual prints. Requests are limited to one copy each.

Individuals may buy copies for \$1 each. An order form is provided in the illustrated pamphlet described above. Send a check or money order, made payable to the Treasurer of the United States, with each order

**WATERCOLOR** by George Gray of USS *Proteus* (AS 19) may be ordered by citing Stock No. 0515-930-0003, Item No. NavSo P-3080-3.



# bulletin board

directly to:

Director, Navy Publications and Printing Service  
Office

Building 4, Section D

700 Robbins Ave.

Philadelphia, Pa. 19111.

Here's the list of prints now available:

Stock No.	Item No.	Title
0515-930-0001	NavSa P-3080-1	Destroyer Man
0515-930-0002	NavSa P-3080-2	Refueling at Sea
0515-930-0003	NavSa P-3080-3	USS Proteus (A5 19)
0515-930-0004	NavSa P-3080-4	Team Work—ASW
0515-930-0005	NavSa P-3080-5	Midsummer Scene—McMurda Saund
0515-930-0006	NavSa P-3080-6	Rehabilitation of Destroyer Johnson
0515-930-0007	NavSa P-3080-7	The Wheels
0515-930-0008	NavSa P-3080-8	Shore Leave
0515-930-0009	NavSa P-3080-9	On Deck; USS Roosevelt with 6th Fleet
0515-930-0010	NavSa P-3080-10	Air Defense, Battle of Santa Cruz
0515-930-0011	NavSa P-3080-11	All Vessels Make Smoke
0515-930-0012	NavSa P-3080-12	Replenishment Day at Sea
0515-930-0013	NavSa P-3080-13	LSO Directs Students Aboard USS Lexington
0515-930-0014	NavSa P-3080-14	T-2A Buckeye Student Ready to Launch
0515-930-0015	NavSa P-3080-15	Underway Replenishment
0515-930-0016	NavSa P-3080-16	Hoak Down, Wheels Down
0515-930-0017	NavSa P-3080-17	At Peace With God
0515-930-0018	NavSa P-3080-18	Tender (AD 15) With Destroy- ers
0515-930-0019	NavSa P-3080-19	Games Preliminaries in Front of Bancroft Hall
0515-930-0020	NavSa P-3080-20	Homecoming of Destroyer Squadron 24 (en route)
0515-930-0021	NavSa P-3080-21	Homecoming of Destroyer Squadron 24 (arrival)
0515-930-0022	NavSa P-3080-22	USS Duluth—LVTs Preparing to Debark
0515-930-0023	NavSa P-3080-23	USS Nautilus (SSN 751)
0515-930-0024	NavSa P-3080-24	Seawolves Ignore Bait
0515-930-0025	NavSa P-3080-25	Bon Homme Richard in Hong Kong Harbor
0515-930-0026	NavSa P-3080-26	All Pilots Man Your Aircraft

ACRYLIC by Maxine McCaffrey—LSO Directs Students Aboard  
USS Lexington—is obtainable by using Stock No. 0515-930-0013,  
Item No. NavSa P-3080-13.

## FHA In-Service Mortgage Insurance Program Is for You — Here Are the Details

THE FEDERAL HOUSING Administration in-service mortgage insurance program assists the Navyman on active duty in lowering the cost of his monthly house payments.

How?

By having the Department of the Navy pay the mortgage insurance premium, that's how. Furthermore, these payments are made by the Navy for as long as the man serves on active duty and remains FHA-qualified.

This program is nothing new. It has been around since the National Housing Act was amended by the Housing Act of 1954 which added the section on Mortgage Insurance for Servicemen. It was initiated with the thought toward aiding members of the Armed Forces and their families in financing the construction or purchase of a home. In 1954, the GI Bill in existence did not have provision for an in-service mortgage insurance program.

The mortgage covered by the FHA insurance must be for a single-family dwelling or a one-family unit in a condominium project. In addition, the individual or his family must live in the house or certify that he is unable to do so because of a military assignment.

The highest mortgage amount that FHA can insure is \$30,000, except for areas where the cost of living scale is higher, such as in Alaska, Hawaii and Guam.

Although the top mortgage amount is \$30,000, no limit is placed on the value of the house that you may buy. However, you must make a large enough down payment to cover the difference between the maximum allowable mortgage and the cost of the house.

Interest rates on FHA-insured mortgages vary from time to time, depending upon the availability of funds. But, once a mortgage is insured, it continues to bear interest at the rate set in the mortgage note endorsed by the FHA. Currently, the rate paid by the Navy is one-half of one per cent of the total loan value. This could amount to a monthly premium of approximately \$13 on a \$30,000 mortgage.

To qualify for this FHA insurance program, you must meet certain eligibility requirements before a Certificate of Eligibility (DD Form 802) may be issued. For example, you must:

- Be currently serving on active duty, including retired individuals retained on active duty, but not for temporary duty.
- Have served on active duty in any of the Armed Forces for more than two years, not necessarily on a continuous basis.
- Certify that you require housing and are ready to buy a home or have assumed a home mortgage on a single-family dwelling that was previously insured under any other provision of the National Housing Act.

The home that you wish to buy does not necessarily have to be located in the vicinity where you are stationed. It may be located in another area, perhaps where you plan to reside after retirement or where you expect to provide a home for your family.





There are certain conditions under which a second Certificate of Eligibility may be issued. Details are covered in SecNav Inst 1741.4C, the instruction which deals entirely with the FHA mortgage insurance program for servicemen.

Application for a Certificate of Eligibility must be made on DD Form 802 and submitted in quintuplicate (original and three copies signed) to the commanding officer or officer in charge who has custody of your service record.

After your eligibility has been verified, the Certificate of Eligibility will be authenticated and the original and three signed copies returned to you. These you will present at the time you make application for an FHA-insured mortgage. The remaining copy will be filed in your service record.

Certificates of Eligibility will be valid for 12 months from the date of issue, or until your eligibility terminates, whichever is earlier. Ineligibility generally results when the buyer is discharged from the service for more than 24 hours.

Death is another reason. However, the Department of the Navy, since 1 Aug 1968, is liable for payment of the FHA mortgage insurance premium for a period of two years from the date of the member's death in cases where a widow survives. After this time, she must assume the additional cost of the premiums. There are exceptions to the requirement that the Navy pay the premiums during the two-year time span. For instance, if the widow disposes of the property, or if she remarries during the time the Navy is liable for the premiums, the payments will cease immediately.

When you no longer own property covered by an FHA-insured mortgage, you must notify your commanding officer so that premium payments may be discontinued. This same requirement applies to your widow, except that she is to notify the Department of the Navy when she no longer holds the property ownership.

Do not confuse this FHA mortgage insurance program with the home loan program offered by the Veterans Administration GI Bill. They are separate programs. The VA program guarantees only a portion of a mortgage loan, whereas the FHA provides insurance against your default.

For further guidance on this FHA program, see your Personnel Officer.

### **You Know All About Seavey & Shorvey, Now Meet Their Baby Brother Osvey**

What do you know about OSVEY?

OSVEY is the abbreviation for the Navy's Overseas Service Survey—the system for transferring men from toured sea duty and from overseas duty that counts as sea duty.

It isn't as well known as its big brothers, SEAVEY (for sea-to-shore rotation) and SHORVEY (shore-to-sea).

But within its scope, OSVEY does the same job as SEAVEY and SHORVEY. That is, it gives consideration to a man's duty preferences before he is reassigned.



Sunset at Sea.

A transfer under OSVEY is sea-to-sea rotation. If you're eligible for SEAVEY (or, of course, if you're leaving the service) at the end of your tour, OSVEY doesn't apply to you. Otherwise, you will be transferred to sea duty when your tour expires at an overseas station (counting as sea duty) or on board a toured unit.

When you report to your overseas duty or toured duty, you will be assigned a Tour Completion Date (TCD). Your TCD depends on the length of the normal tour for your location, the date your enlistment expires, the date you reported to the command, if dependents are authorized, and other options available to you.

We won't go into all the complexities of computing a TCD. However, for details, review Chapter 6 of the *Enlisted Transfer Manual* (NavPers 15909B) and BuPers Instruction 1300.26 series.

Towards the end of your tour you will receive a Rotation Data Card (RDC) from the Cognizant EPDO (LANT or PAC). When these RDCs are received by your command, you will be given an interview by the Admin Personnel Office and they will code on the RDC your home port choices and certain type ships you desire to serve on. These cards will then be returned to the appropriate EPDO (LANT or PAC) and when assignments are made for your transfer the distribution commander has your desires at his disposal and if billets for your rate are vacant in your home port of choice, you are given that home port and further action is taken to place you on one of the ships you have indicated. In all cases home port and type ship cannot be matched, but with today's Automatic Data Processing equipment, chances are that you will receive at least the home port of your desires.

## bulletin board

In general, OSVEY applies to men who have a year or more active duty remaining after their overseas shore or toured sea TCD.

But in all other cases when you can expect reassignment to sea, you will be able to tell the distribution authorities your preferences—and you'll normally have a good chance of getting the duty you want.

### Increased VA Checks Have Been Authorized For Servicemen's Widows Eligible for DIC

About 168,000 widows of servicemen began receiving larger Veterans Administration checks in January.

A new law, signed by the President 27 Oct 1969, authorizes increases for most widows who are eligible for dependency and indemnity compensation (DIC), effective 1 Dec 1969. The first increased checks were sent to beneficiaries 1 Jan 1970.

DIC payments are authorized for widows of servicemen, retirees or veterans who died on or after 1 Jan 1957 of service-connected causes. The new law does not affect payments to survivors receiving compensation under laws that preceded the DIC program.

The new rates provide \$167 monthly for the widow of a man in pay grade E-1, compared to a minimum of \$134 in the old scale. Payments for eligible widows of other enlisted men and officers range up to \$457.

Besides the increase in basic payments, another feature of the new legislation is an extra payment of \$20 a month for each unmarried child under age eighteen. With few exceptions, widows with children received nothing extra under the previous law.

DIC recipients who are patients in nursing homes, or who are helpless or blind to the point that they need regular aid from another person, may receive an additional \$50 a month under the new law.

No application is necessary for the raise in basic payments, which is being made automatically. Forms for applying for children's allowances will be mailed to all widows receiving DIC payments.

In the old law, DIC payments were tied to military

pay. The new law discards the formula and provides a table of payments based on the pay grade held by the deceased serviceman.

Here are the new basic payments, compared to maximum and minimum payments under the old formula.

Pay Grade	New Payment	Old Range of Payments	
		Minimum	Maximum
E-1	\$167	\$134	\$140
E-2	172	136	142
E-3	177	139	150
E-4	187	146	159
E-5	193	151	171
E-6	197	156	180
E-7	206	162	201
E-8	218	186	210
E-9	228*	198	221
W-1	211	166	197
W-2	219	175	207
W-3	226	183	220
W-4	238	189	238
O-1	211	167	200
O-2	218	174	215
O-3	234	188	232
O-4	247	193	247
O-5	272	206	272
O-6	306	228	306
O-7	332	265	332
O-8	363	295	363
O-9	390	313	390
O-10	426**	338	426

\*If serviceman served as MCPON or equivalent, payment is \$245.

\*\*If officer served as CNO or equivalent, or as Chairman of JCS, payment is \$457.

### This Is the Latest in Time-in-Grade Requirements for Enlisted Advancement

By the time you read this, you've probably already taken the February advancement exam. Here's what to expect in the future.

As ALL HANDS reported earlier (November 1969, p. 46), this month's exams were the last ones in which Navymen competing for PO3 could receive waivers of the time-in-grade requirement. From now on, you must serve six months in pay grade E-3 before you may be advanced to 3rd class.

No waivers of the time-in-grade requirement were given this time for any grades above PO3, nor will any be given in the future. You must serve a year as PO3, two years as PO2, and three years as PO1 before moving up to the next grade.

Men who received time-in-grade waivers to take this month's exam for PO3 were given until the day of the test to complete the required correspondence courses, performance tests and practical factors. However, anyone who did not receive a waiver — which, from now on, includes everyone — must finish these requirements at least a month before the test.

Advancements from this month's exams will be made in six increments, on the first of each month from May to October. Increments from the August test will be November through April.

**LEARN ALL ABOUT IT—This sailor is briefed on the educational programs available to him both ashore and afloat.**





Time in grade for future exam purposes will be figured from 1 May if you are advanced from the February test, no matter what increment you are included in. For instance, if you are advanced to PO3 on 1 July, you will be eligible to take the PO2 test next February, even though you won't quite have the required year as a PO3.

Waivers of time in grade are also being discontinued for graduates of certain "A" schools and other service schools who become eligible for automatic advancement on graduation. No waivers for advancement to PO2 will be given after 15 May 1970, nor for PO3 after 31 Oct 1970.

Beginning with the August exams this year, undesigned seamen who want to go up for personnelman 3rd class will be required to complete PN "A" School before they can take the PN3 exam.

### **LDOs Passed Over Twice Face Choice of Retirement or Reversion to EM Status**

Temporary limited duty lieutenants who have been passed over twice by both the Officer Personnel Act and 10 USC 5787 for promotion to lieutenant commander will now be required to choose between retirement and reversion to enlisted status for transfer to the Fleet Reserve, according to BuPers Notice 1800 of 2 Oct 1969.

In fiscal years 1968 and 1969, the needs of the service allowed many passed-over LDO(T) lieutenants to remain on active duty, if their performance was satisfactory. However, because recent budget cuts require a reduction in officer strength, the continuation program for these officers must be drastically cut back.

Most of the lieutenants affected—those who have been passed over twice by selection boards including the FY 70 board—will be required to choose between retirement as an officer or transfer to the Fleet Reserve as an enlisted man by 30 Jun 1970.

However, those who do not have the 10 years of commissioned service which, with 10 years of enlisted service, would make them eligible for officer retirement will be allowed to remain on active duty until they are eligible for retirement as an officer.

Officers who retire under these rules will be given the same retirement benefits as Reserve and permanent Regular officers.

### **Officers Considered for Separation Under Selective Retention Program**

The selective continuation program which has allowed many officers facing mandatory separation to remain on active duty is expected to be cut back in fiscal year 1971 because of the need to reduce the Navy's strength.

Officers who are in the following categories will be considered individually for continuation on active duty and notified of the decision of BuPers. As a rule, they will not be allowed to remain on active duty un-

less the Navy urgently needs them, according to BuPers Notice 1920 of 9 Sep 1969.

- Reserve captains, commanders and lieutenant commanders who are subject to release or retirement in fiscal year 1970 under BuPers Instruction 1926.2B.

- Temporary officers who are due for reversion or retirement in FY 70 because of having been passed over for promotion. (This does not apply to temporary LDOs. Under a separate notice, if LDOs have been passed over twice by both OPA and 10 USC 5787 for promotion to lieutenant commander, they are required to revert or retire.)

- Regular lieutenants subject to discharge in FY 70 for having been twice passed over, and who are within two years of becoming eligible for retirement.

- Recalled retired officers—captains and below—scheduled for release in FYs 70 and 71.

Boards in BuPers are considering all officers in these categories. They will choose some officers to remain on active duty through June 1971, and will notify all those affected of the decisions in their cases before March 1970.

Individual requests to remain in service are not required. Questions on advance decisions cannot be answered.

### **New Subspecialty Codes May Be Assigned Unrestricted Line Officers**

If you're an unrestricted line officer with a subspecialty designator, your officer Data Card now may show a new subspecialty code. To find out, check with your ship or station administrative office.

So says BuPers Notice 1210 (28 Nov 1969), which discussed updated requirements for subspecialties and listed modifications to the designator coding procedure. Some highlights of the notice:

- A subspecialty is defined as "a significant qualification in a particular field . . . other than naval warfare and command at sea, obtained through graduate or baccalaureate level education, practical experience or a combination thereof."

- Subspecialties help to meet the Navy's need for unrestricted line officers qualified in areas of technology and management. However, your subspecialty always takes second place to your primary specialty — naval warfare and command at sea.

- A separate directive, OpNav Inst. 1211.6 series, lists the various subspecialties and explains the procedures used to identify subspecialty billets.

- A list of the various subspecialties, plus corresponding general criteria used by the Chief of Naval Personnel to identify officers in each category, accompanies the BuPers Notice 1210. (BuPers Notice 1520 of 30 Apr 1969 lists the Navy-sponsored curricula directly related to a particular subspecialty area.)

- Subspecialists are identified by a four-digit code and one-letter suffix (such as 8302P). The four-digit identifiers apply to each subspecialty area. The one-letter suffixes "P", "S" and "Q" indicate levels of qualification.

## bulletin board

- Your subspecialty code should appear in blocks 59 of your Officer Data Card (NavPers 1301/6). The first block shows the primary "P" code. The second block may contain a secondary "P" code or an "S" or "Q" code.

- You may be identified as a subspecialist in more than one area only if you have "significant and current qualifications" in the areas concerned. However, dual coding may not be based on your completion of a single curriculum. If you are qualified for two or more subspecialties (via completion of a single curriculum), the code assigned will reflect your previous or anticipated fields of experience.

- The Chief of Naval Personnel will review the records of all officers currently designated as subspecialists and make any changes appropriate to the new coding system. Your identification may be changed from one area to another or removed completely. You may request a review of your record for possible changes to your subspecialty designator.

- The record of an unrestricted line officer will be screened with a view toward possible subspecialty designation when he completes graduate, baccalaureate level or service college education, or upon his reassignment.

- To insure that all pertinent information is contained in your record, you should report the completion of any off-duty education in accordance with BuPers Inst. 1520.83 series.

New Subspecialty Codes may be assigned to unrestricted line officers.



### Directive Sets Policy for Seabees on Reenlistment, Extensions, Rotation, Advancement & Separation

**S**PECIAL ROTATION procedures for Seabees assigned to Vietnam and others who draw Vietnam duty with Mobile Construction Battalions have been revised and summarized in BuPers Notice 1306 (24 Nov 1969).

The directive also describes related policies on Seabee reenlistment, extensions, advancement and early separation.

The special assignment procedures apply to:

- Men in Group VIII ratings who serve 12 or more

consecutive months "in country" in Vietnam (not counting any special leave or travel time).

- Enlisted men (Group VIII and other ratings) who complete at least two Vietnam deployments which total 12 months or more with Mobile Construction Battalions.

- Those who serve in Vietnam for 12 months or more with combined "in country" and Mobile Construction Battalion assignments.

If you are in any of these categories, here are your options:

#### Exemption

If you are in a Group VIII rating, you will not be assigned to a second tour of Vietnam duty, or to a Mobile Construction Battalion either deployed to Vietnam or scheduled to deploy there, for at least two years from your tour completion date.

If you are not in Group VIII, you are exempt from additional Vietnam service for three years, unless an involuntary second tour is approved by the Chief of Naval Personnel. (This does not rule out assignment to a rotating unit which might operate in ports or waters of Vietnam for periods of less than 12 months.)

No tour completion dates, as such, are established for men who deploy to Vietnam with Mobile Construction Battalions. Therefore, to figure your eligibility for rotation, use as a TCD the date your battalion arrives back in the continental United States.

#### Reassignment

As outlined in the Notice, those with Group VIII ratings who qualify for reassignment after service in Vietnam have the following duty options:

- If you are eligible for Seavey, you may be assigned to shore duty or additional sea duty, if desired, in accordance with the normal Seavey procedures.

- If you are not eligible for Seavey, you may be assigned to sea duty (other than Vietnam) in the fleet of your choice. However, in order to transfer from one fleet to another, you must have at least 16 months of obligated service from the date you are eligible for transfer. Further, you must have the obligated service four months before your tour completion date. This means you should plan on extending or reenlisting, if necessary, well ahead of time.

If you do not have a Group VIII rating, your reassignment is governed by the procedures in BuPers Notice 1306 (26 Jun 1969) or, in the case of hospital corpsmen, the BuPers Notice 1306 issued on 13 Jun 1969. These directives also describe the early separation policies for hospital corpsmen and others with non-Group VIII ratings.

#### Early Separation

You receive an early release from active duty if you are in Group VIII and:

- Are in your first enlistment.
- Have 14 months or less remaining in your enlistment contract, upon return to CONUS from Vietnam service.



- Have completed 12 months in Vietnam as outlined above and do not wish to extend for additional Vietnam service.

- Do not wish to reenlist for at least four years or extend for three years.

You also will be separated at the end of your Vietnam tour or Mobile Construction Battalion deployment if you have less than 91 days of active obligated service remaining and do not wish to extend or reenlist. If you are in your second or later enlistment, and your obligated service exceeds your Vietnam tour or MCB deployment completion date by from 91 to 180 days, you may, with the approval of the Chief of Naval Personnel be separated at the end of your Vietnam tour.

Also, if you complete only one Vietnam deployment with a Mobile Construction Battalion, and do not wish to acquire the needed obligated service to remain with the battalion for a normal homeport training cycle and another deployment, you may be separated immediately upon the MCB's return to the home port. However, you must be in your first enlistment and must not have orders to another activity, and must be within three months of the end of your enlistment (including any extension agreements) when the MCB redeploys to Vietnam.

You should note that if you take the early separation and later change your mind, you may not reenlist in your Group VIII rating unless you waive the 24-month-non-Vietnam-duty guarantee.

#### Extension

As already noted, you are subject to reassignment when your Mobile Construction Battalion returns to the United States if you have more than 14 months of service obligation. However, if you are in your first enlistment, you might be able to extend your stay in Vietnam, and then have a new tour completion date which would make you eligible for early separation.

For example, let's say you would have 17 months of service obligation if you returned to the continental U. S. with your battalion. On the other hand, if you stayed in Vietnam for six additional months, by the time you get to CONUS you'll have only 11 months' obligated service—three months below the maximum for early separation. This means that for six additional months of Vietnam duty, you receive your discharge 11 months early.

To do this, you must request a six-month extension in Vietnam five months before your tour completion date. If the request is approved, you receive transfer orders to some other Vietnam-based unit or activity before your construction battalion departs.

As before, if you're stationed with a unit other than an MCB, you may extend your Vietnam service for six months or more.

Here you should note that many men in Group VIII are not eligible for Seabee assignments to shore duty after completing tours in Vietnam. Therefore, they often receive orders to sea duty (other than Vietnam) which do not permit transportation of de-

pendents at government expense. This amounts to consecutive unaccompanied tours of sea duty. It's possible to avoid this situation—and at the same time set yourself up for an early release from active duty—by extending your tour in Vietnam.

#### Advancement Waiver

Under certain circumstances, your commanding officer may waive the obligated service requirements for your advancement for you to be separated early.



Seabees get the word on special rotation procedures for Group VIII personnel assigned to Vietnam.

You may request such a waiver only if you are in Group VIII, are in your first enlistment, are completing a Vietnam tour, and had agreed to extend your enlistment to have sufficient service obligation for advancement. If you otherwise are qualified for early separation, your commanding officer may waive the advancement service requirement.

Other details on the Seabee/Vietnam rotation policy, including reporting procedures of interest to personnel administrators, are contained in BuPers Notice 1306 (24 Nov 1969).

#### Petty Officer Performance Review Board to Weed Out Inadequate POs

If you're one of the great majority of master and senior chief petty officers, you are a man whose performance, leadership, personal conduct and acceptance of challenging responsibilities are outstanding.

Your high standards are recognized. And you don't have a thing to worry about from the Petty Officer Performance Review Board.

The newly established BuPers board is concerned with the tiny minority of career petty officers who *don't* measure up to naval standards of conduct and performance. The board has been given the responsibility to weed out these few under-performers in order

## bulletin board

to raise the quality of the whole petty officer community.

By eliminating those of your contemporaries with poor performance records, the board is expected to give you greater prestige and more reason for pride.

The board, in periodic meetings, will review the performance records of petty officers—beginning this January, when it considered master and senior chiefs.

Its members will be looking for evidence of such undesirable traits as financial irresponsibility, chronic drinking problems, professional performance that warrants repeated unfavorable remarks on evaluations, personal behavior that would be detrimental on sea duty, repeated disciplinary offenses which discredit the Navy, and unsatisfactory performance of duty.

If it finds such problems in a man's record, the board may make one of several recommendations to the Chief of Naval Personnel. Among its options are: involuntary retirement or transfer to the Fleet Reserve, giving the man a warning that he will need approval by the Chief of Naval Personnel before he can reenlist or extend in the future, or other appropriate action, possibly even administrative separation.

Normally, the board will consider only petty officers who have served at least three years in rate.

Commands may refer cases individually to the board if they meet these restrictions.

However, the board will not be given any quota of men it must eliminate. Only the number of men who don't meet the standards—however many there are—will be affected.

Most career POs don't need to worry. Their records will show that they're assets to the Navy—the kind of men the service wants to keep.

Novymen connect couplings on fuel lines for an early evening replenishment.



## SecNav Directive Sets Policy on Termination Of Temporary Appointments and Resignations

**T**WO REVISED SecNav instructions explain Navy policy for officers on the subject of resigning commissions, or terminating appointments to temporary officer or warrant officer.

The first, SecNav Inst. 1920.3E, applies to both Regular and Reserve commissioned officers on active duty.

The second, SecNav Inst. 1920.5A, applies to temporary officers and warrant officers.

The directives have much in common. For example, since officers serve "at the pleasure of the President," no terminal dates are established for their commissions.

The Secretary of the Navy, as the President's agent, establishes the basic rules concerning resignations and voluntary termination of temporary appointments as needs of the service dictate.

The merits of individual requests are first determined by the Chief of Naval Personnel and a board of senior officers. Generally, only those which meet requirements contained in the basic directives, or are exceptions because of hardship or humanitarian reasons, are forwarded to SecNav for consideration. Others are disapproved or deferred by the Chief of Naval Personnel.

In the latter instance, a resignation might be deferred if a qualified relief is not available, or if an officer is serving in a critical category.

With this background in mind, here's a resume of the revised directives:

### Resignations

The policy on voluntary resignation of a commission, as discussed in SecNav Inst. 1920.3E, applies to all active duty officers, Regular and Reserve. It does not apply to Reserve officers who do not serve on active duty, nor to active duty officers who wish to resign in lieu of being administratively discharged. Also, the directive does not apply to officers who request release from active duty while retaining commissions in the Naval Reserve.

**Total Service (Male Officers).** If you become a member of the armed forces before your 26th birthday, you are obliged to serve six years. Any part of the six years that is not active duty or active duty for training must be performed in a Reserve component.

In other words, if you enter service before your 26th birthday and your total active and inactive service is less than six years, you can expect favorable action on your resignation from the Regular Navy, provided you accept a commission in the Reserve.

Reserve officers who enter the service before their 26th birthday and have six or more years' total active and inactive service, may submit their resignations and normally expect favorable action, unless committed to serve longer.

If you enter the service on or after your 26th



birthday, you may submit your resignation and normally expect action after you complete the maximum required service, plus any additional active duty you may have incurred.

**Minimum Active Duty (All Officers).** Your minimum active service is specified in the directive which describes the program through which you obtained your commission, or in the agreement executed by you.

Reserve officers who are involuntarily called to active duty are not eligible to resign until completing the period for which called.

**Additional Active Duty (All Officers).** A period of commissioned active service in addition to the minimum described above is usually required when you participate in certain undergraduate, postgraduate, and special instructional programs. The additional service is specified in the directive which describes the program concerned.

**Tour Completion.** Approval of your resignation also will normally be withheld until you have completed: One year at your current duty station;

A normal tour if serving outside the continental U. S. (Alaska and Hawaii are outside CONUS);

A normal sea tour (as reflected in your projected rotation date) when attached to a nonrotated ship, fleet aviation unit, or other mobile unit with a home port or permanent station outside CONUS.

Also, if you submit your resignation after orders are issued (or you are notified that orders will be issued) for you to report to a new duty station, you must meet the tour completion requirements at the new station.

An exception applies if you are serving your minimum required active service (unless additional such service is incurred). But here, you must notify the Chief of Naval Personnel at least six months ahead of time that you intend to resign, and then submit your resignation four to six months before completing your required active service.

**Exceptions.** As noted earlier, there are exceptions to the resignation policies. Requests are considered if there is a genuine hardship and, except in the most unusual circumstances, resignations submitted by women officers for reasons set forth in article 3830160(2) of the *BuPers Manual* (pregnancy, for example) will be accepted immediately. (If your personnel office has not yet received a copy of the new *Manual*, the old-*Manual* article is C-10330(2).)

Also, officers may resign early and receive what amounts to an "early out" to attend college at the graduate or undergraduate level (not counting summer sessions). Here, however, all "final action" requirements must be met. In other words, evidence of formal acceptance by a college must accompany the request for early resignation. If approved, you may be separated not more than three months before you would complete your required active service, nor more than 10 days before the registration date prescribed by the College you are to attend.

**Reserve Appointments.** As already indicated, a Regular Navy officer who has not satisfied his military obligation may resign to accept an appointment in the Naval Reserve. Other Regular officers who voluntarily resign are automatically considered for appointment in the Reserve unless they specify otherwise.

#### Temporary Appointments

The policy contained in SecNav Inst. 1920.5A applies to temporary officers and warrant officers whose permanent, probationary or acting status is warrant or enlisted.

In general, you may request termination of your temporary appointment and reversion to your permanent, probationary or acting status in order to:

Continue on active duty;

Receive an honorable discharge upon expiration of enlistment;

Transfer to the Fleet Reserve.

You may not request reversion to a previous temporary warrant officer status.

With the general requirements discussed earlier in mind, your request normally would be approved once you have completed:

- Three years of active duty in the temporary officer status, plus time-in-grade requirements contained in SecNav Inst. 1811.3 series.

- One year at your current duty station.

- One year at your ultimate station if en route or proceeding via temporary duty points.

- A normal tour when serving outside CONUS.

- A normal sea tour reflected in your projected rotation date if attached to a nonrotated ship, fleet aviation unit, or other mobile unit with home port or permanent station outside CONUS.

Your request probably would not be approved if submitted after you receive orders to report to a new duty station, or are notified that such orders are being issued.

A final word to temporary officers: If you might be eligible for voluntary retirement or transfer to the Fleet Reserve, you are encouraged to review the relevant BuPers and SecNav instructions (1811.1 series and 1811.3 series, respectively). It usually is to your financial advantage to apply for retirement in your temporary grade, if eligible, rather than to request termination of your temporary appointment with reversion and transfer to the Fleet Reserve.

#### Requests

Resignations and requests for termination of temporary appointments should be addressed to the Secretary of the Navy, and submitted to reach the Chief of Naval Personnel between four and six months before the date requested.

All relevant information should be included. Your commanding officer should comment on the circumstances and, in the case of Regular officers, state whether an appointment in the Reserve is recommended.

Your request should usually be submitted only

via your CO, the chief of an appropriate bureau or office (in the case of restricted line and staff corps officers) and, of course, the Chief of Naval Personnel. Information copies, together with your CO's comments, may be sent to other seniors in your chain of command if required by them.

In the case of temporary appointments, and if otherwise appropriate, a completed Application for Transfer to the Fleet Reserve (NavPers 630), plus a statement from a medical officer that you are physically qualified for the Fleet Reserve, should accompany your request.

A resignation or request to terminate a temporary appointment has no effect until it is accepted by the Secretary of the Navy. However, once accepted, the action is considered final, and SecNav may reject any request to change the action.

But, if you do request that your resignation be withdrawn, and SecNav approves, any reference to the resignation is also removed from your official record if specifically requested upon withdrawal.

### List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Otley* (C): Comedy; Tom Courtenay, Romy Schneider.

*The Italian Job* (WS) (C): Drama; Michael Caine, Noel Coward.

*The Maltese Bippy* (WS) (C): Comedy; Dan Rowan, Dick Martin.

*The Boys of Paul Street* (WS) (C): Comedy Drama; Anthony Kemp, William Burleigh.

*Mayerling* (WS) (C): Romantic Drama; Omar Sharif, Catherine Deneuve.

*The Chairman* (WS) (C): Drama; Gregory Peck, Anne Heywood.

*The Fixer* (C): Drama; Alan Bates, Dirk Bogarde.

*The Desperados* (C): Western; Vince Edwards, Jack Palance.

*The Green Slime* (WS) (C): Science Fiction; Robert Horton, Lucinda Paluzzi.

*Narco Men* (WS) (C): Drama; Tom Tryon, Lorenzo Guerrieri.

*Run Wild, Run Free* (C): Drama; John Mills, Mark Lester.

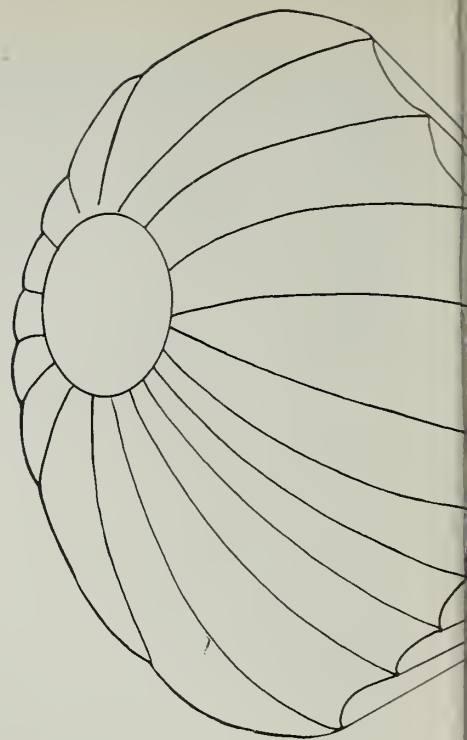
*The Wrecking Crew* (C): Adventure Comedy; Dean Martin, Elke Sommer.

*The Good Guys and the Bad Guys* (WS) (C): Comedy Western; Robert Mitchum, George Kennedy.

*The Lost Man* (WS) (C): Drama; Sidney Poitier, Joanna Shimkus.

*Three Into Two Won't Go* (C): Drama; Rod Steiger, Claire Bloom.

*The Rain People* (C): Drama; Shirley Knight, James Caan.



## Needed: Uncommon Skill

**T**HE AUTOMOBILE can be a deadly device. So can a motorcycle.

This report from the Sixth Naval District at Charleston reviews some of the basic rules of motorcycle safety. If you prefer two wheels to four, this may be just the time for a refresher course.

For transportation or enjoyment, a motorcycle has a certain appeal for some. Regardless of the purpose, driving a motorcycle calls for a combination of uncommon skill and common sense. In negligent hands it's a potential killer.

Here are some basic rules of motorcycle safety:

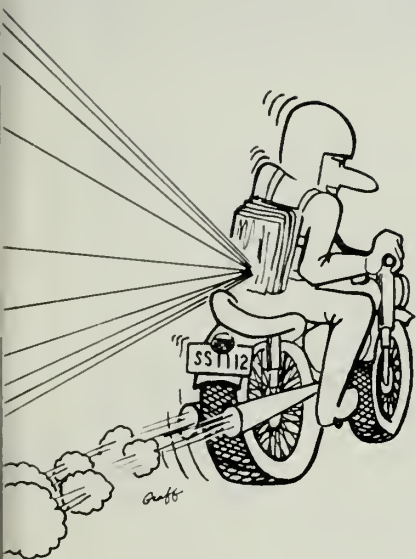
- Proper clothing is essential. Since most motorcycle deaths result from head injuries, a helmet is at the top of the list of must items. Statistics show that a helmet reduces the odds you'll be killed in an accident by 25 to 50 per cent, depending on other factors. The Safety Helmet Council of America tags approved helmets with the label Z90.1.

- Your cycling outfit should include gloves, solid street shoes or boots, long trousers and long-sleeve shirt. (A short-sleeve shirt or bermuda shorts could mean lost skin if you take a spill.) Never wear sneakers, loafers, sandals or cutaway shoes on a cycle.

- Many automobile-motorcycle accidents occur because the car driver doesn't see the cyclist. Brightly colored clothing will improve your chances of being seen.

- Reflective tape added to various parts of your bike and clothing will increase your chances of being seen





## and Common Sense

by other drivers. Check your local law in this regard. South Carolina, for example, requires at least four square inches of reflective tape on each side of the helmet.

- Your bike should have a windshield. If it doesn't, wear goggles or a helmet equipped with a bubble shield. State laws may vary on requirements for one or more of these three safety features.

- Care of your machine is important. Always know the condition of your lights, horn, brakes and tires. A blowout at 40 or 50 miles an hour in a car is bad enough, but on a bike. . . .

- You have plenty to think about underway, and a swivel-neck comes in handy. Keep your eyes on what's ahead, in your mirrors, to the side and along the way. Keep tuned in on rpm, speed, battery charge and gear ratio.

- Approach each intersection, side road and driveway as though an enemy soldier is there waiting to hit you. Remember that stop signs don't always stop cars.

- Watch the car in front of you, and don't always believe what you see. Some people signal left and turn left. Others signal left and turn right. Some don't signal at all.

- Keep well clear of parked cars. A door can open in an instant. Watch for exhaust fumes from a newly started engine, wheels turned out or any other sign that a car might pull out. Chances are the driver won't be looking for you.

- Proper braking is often misunderstood. Many cyclists harbor the misconception that using the front brake will toss you over the handlebar. This is not true. On a modern bike, the front brake should bear about 70 per cent of the braking load. If you don't use it, you have only 30 per cent braking efficiency. (Using both brakes simultaneously is usually ideal, although some riders prefer to use one or the other an instant before bringing the second into play. Use the braking method that feels best—safest—to you.)

- Cyclists in a hurry sometimes ride the centerline and squeeze between cars. Watch it. That white stripe is more slippery than the rest of the road surface, especially in rainy weather. And, you never know when a car might change lanes as you're passing. . . .

- Weaving in and out of traffic is foolhardy. Wheel standing may be eye-catching to some girl you're trying to impress, but it's heart-stopping—yours—if you foul up.

- Storm drains, standing water, piles of leaves and oil or grease drippings wait in ambush. Slippery or bumpy areas are best handled at low speeds, upright and with extreme caution.

- Turns add other dangers, often in the form of sand and gravel. Bad weather compounds this danger. Take a corner too fast and you might not take it at all.

- Carry a passenger only if your bike is equipped for two riders. This means a seat, foot pegs and seat strap or handrail for your passenger. And you need extra skill before attempting to carry another rider. It's your job as the driver to do the balancing for both of you. And take it extra easy until your rider becomes accustomed to the bike.

- A passenger should be as properly dressed for cycling as you are yourself—including helmet, boots, gloves and jacket.

- Check out the possibility of joining a motorcycle club. Don't be fooled into thinking that all such clubs are hangouts for cycle bums. Members of reputable clubs have one common interest—motorcycling—especially safe motorcycling.

*After reading the above, you may be interested in other pointers about driving safety. If so, check the following issues of ALL HANDS, May 1969, page 22, and August 1969, page 43.*





# HONOR ROLL OF

**M**ORE AND MORE ships and units continue to render performances which have earned for them the Presidential Unit Citation, the Navy Unit Commendation or the Meritorious Unit Commendation.

The list below, based upon BuPers Notices 1650 of 23 September and 8 Oct 1969, supplements the names of those to be found in the November 1969 issue of

ALL HANDS. In addition, it presents the names of those ships and units eligible for the Armed Forces Expeditionary Medal (Korea) based upon BuPers Notice 1650 of 25 Sep 1969.

When a ship or station is cited by the President, the Secretary of the Navy, or the Chief of Naval Operations, every man on board during the period desig-

## Presidential Unit Citation

Task Force 117 and supporting units	29 Jan - 4 Mar 68
Delta River Patrol Group including the following which were not included in BuPers Notice 1650 of 18 Jul 69:	31 Jan - 9 Apr 68
Jennings County (LST 846)	31 Jan - 29 Feb 68
Garrett County (LST 786)	31 Jan - 29 Feb 68
Harnett County (LST 821)	31 Jan - 29 Feb 68
Hunterdon County (LST 838))	20 - 29 Feb 68

## Navy Unit Commendation

Fleet Tactical Support Squadron 50 (VRC 50)	1 Oct 66 - 31 Jan 69
USS Intrepid (CVS 11) and Carrier Air Wing 10) (Eligible units will be published later)	6 Jul 68 - 16 Jan 69
Naval Support Activity, Saigon (extended)	16 Mar 66 - 1 Jan 68
Hancock (CVA 19) and Attack Carrier Air Wing 21 (CVW 21)	1 Aug 68 - 22 Feb 69
Long Beach (CGN 9) Eligible units to be published later)	7 May 68 - 20 Oct 68
Marine Aircraft Group 36	4 Sep 65 - 24 Aug 66
The Third Platoon (armed), 118th Aviation Company (Other units were published on 2 Aug. 68)	29 Jan 66 - 20 Feb 66
U. S. Naval Hospital Guam	1 Sep 65 - 20 Dec 68
New Jersey (BB 62) consisting of: Staff, Commander Destroyer Div 192	17 Sep 68 - 11 Apr 69
	22 Sept - 14 Oct 68
	18 - 23 Oct 68
Staff, Commander Destroyer Div 172	10 Feb - 6 Mar 69
Heavy Attack Squadron 10, Det 66, was a part of those units assigned to USS America (CVA 66) and which were awarded the NUC for the period	12 May 68 - 20 Nov 68

## Meritorious Unit Commendation

Camden (AOE 2)	26 Jun 68 - 22 Feb 69
Constellation (CVA 64) and Attack Carrier Air Wing 14 (CVW 14)	14 Jun 68 - 23 Jan 69
U. S. Naval Branch Oceanographic Office, Saigon, RVN	1 Sep 66 - 30 Jun 68

Vietnamese Navy Coastal Security Service including Navy and Marine Corps advisors

Whippoorwill (MSC 207)	1 Jul 67 - 1 Oct 68
Bennington (CVS 20) and Carrier Antisubmarine Air Group 59 (CVG 59)	21 Jun - 27 Oct 68
U. S. Naval Air Facility, Cam Ranh Bay, RVN	1 Jan - 31 Dec 68
Biddle (DLG 34)	3 Mar - 15 Jul 68
Cohoes (ANL 78)	4 Jul - 17 Aug 68

Grasp (ARS 24)	26 Sep - 20 Dec 61
	26 Jan - 30 Apr 69
	5 Jul - 1 Sep 68
	16 Feb - 7 Apr 69
Naval Reserve Intelligence Division 11-1 (NRID 11-1)	5 Aug 66 - 1 Feb 68
Turner Joy (DD 951)	28 Mar - 15 Sep 68

## Armed Forces Expeditionary Medal (Korea)

Benjamin Stoddert (DDG 22)	28 Apr - 11 May 69
Buchanan (DDG 14)	20 - 27 Apr 69
Chicago (CG 11)	20 - 27 Apr 69
Coontz (DLG 9)	20 - 22 Mar 69
	20 - 27 Apr 69
Coral Sea (CVA 43) and Attack Carrier Air Wing 15	23 Jan - 22 Mar 68
	20 - 27 Apr 69
Dale (DLG 19)	17 Apr - 1 May 69
Davidson (DE 1045)	19 - 27 Apr 69
Duncan (DD 874)	20 - 22 Mar 69
	20 - 27 Apr 69
Enterprise (CVAN 65) and Attack Carrier Air Wing Nine	23 Jan - 22 Mar 68
Enterprise (CVAN 65) and Commander Attack Carrier Air Wing Nine	20 Apr - 11 May 69
Ernest G. Small (DD 838)	19 - 27 Apr 69
Gurke (DD 783)	20 - 27 Apr 69
Hassayampa (AO 145)	20 - 30 Apr 69
Henry W. Tucker (DD 875)	17 - 19 Apr 69
	21 - 27 Apr 69
Higbee (DD 806)	20 - 22 Mar 69
Hornet (CVS 12) and Carrier Antisubmarine Air Group 57	19 - 27 Apr 69
John W. Weeks (DD 701)	20 - 27 Apr 69



# SHIPS AND UNITS



nated is eligible for the award.

Navymen who are on active duty and Naval Reservists in organized units, if they are eligible for the award, usually receive the award automatically. Their commanding officer furnishes the Chief of Naval Personnel with the number of men eligible for the award and the ribbon bars and facsimiles of the citation are

forwarded to the command for distribution.

Documentary evidence in service records is sufficient to establish eligibility. If such records do not exist, an affidavit that you were in a ship or serving with a unit during the eligibility period is sufficient.

Questions concerning the right to wear a unit award ribbon should be submitted to Pers-E.

Kearsarge (CVS 33) and Carrier Anti-  
submarine Air Group 54 23 Jan - 22 Mar 68  
Kennebec (AO 36) 2 - 11 May 69  
King (DLG 10) 20 - 22 Mar 69  
Lofberg (DD 759) 20 - 27 Apr 69  
Lyman K. Swenson (DD 729) 20 - 22 Mar 69  
20 - 27 Apr 69

Lynde McCormick (DDG 8) 20 Apr - 6 May 69  
Mahan (DLG 11) 18 - 27 Apr 69  
Mars (AFS 1) 30 Apr 69  
Meredith (DD 890) 20 - 30 Apr 69  
Navosota (AO 106) 20 - 22 Mar 69  
23 Jan - 22 Mar 68  
O'Bannon (DD 450) 1 - 11 May 69  
Oklahoma City (CLG 5) 20 - 27 Apr 69  
Paricutin (AE 18) 25 - 28 Apr 69  
Parsons (DDG 33) 19 - 27 Apr 69  
Perry (DD 844) 20 April - 9 May 69  
Picking (DD 685) 23 Jan - 22 Mar 68  
Radford (DD 446) 20 - 22 Mar 69  
Ranger (CVA 61) and Attack Carrier 23 Jan - 22 Mar 68  
Air Wing Two 20 Mar - 22 Mar 69  
20 - 27 Apr 69

Richard B. Anderson (DD 786) 19 - 27 Apr 69  
Rogers (DD 876) 1 - 5 May 69  
Rowan (DD 782) 20 Apr - 9 May 69  
Sacramento (AOE 1) 20 - 27 Apr 69  
Saint Paul (CA 73) 20 - 27 Apr 69  
Shelton (DD 790) 19 - 27 Apr 69  
Sterett (DLG 31) 20 - 22 Mar 69  
17 Apr - 15 May 69  
Tappahannock (AO 43) 17 - 21 Apr 69  
Ticonderoga (CVA 14) and Attack 23 Jan - 22 Mar 68  
Air Wing 19  
Ticonderoga (CVA 14) and Attack 20 - 27 Apr 69  
Carrier Air Wing 16  
Vega (AF 59) 25 - 27 Apr 69  
Waddell (DDG 24) 20 - 27 Apr 69  
Yorktown (CVS 10) and Carrier Anti-  
submarine Air Group 55 23 Jan - 22 Mar 68  
Attack Carrier Air Wing Two 20 - 22 Mar 69  
Commander Destroyer Squadron 15 20 - 22 Mar 69  
Commander Destroyer Squadron 23 23 Jan - 22 Mar 68  
Commander Destroyer Squadron 31 23 Jan - 22 Mar 68

Fleet Air Reconnaissance Squadron 1 Oct 66 - 15 Jun 69  
One  
Fighter Squadron 54 20 - 22 Mar 69  
Heavy Attack Squadron 10, Det 61 20 - 22 Mar 69  
Helicopter Antisubmarine Squadron 20 - 22 Mar 69  
Two, Det 61

Helicopter Combat Support Squadron 28 Jan - 5 Feb 68  
Seven, Det 101  
Helicopter Combat Support Squadron 8 Feb - 17 Mar 68  
Seven, Det 102  
Helicopter Combat Support Squadron 21 Jan - 4 Mar 68  
Seven, Det 111  
Oceanographic Development Squadron 3 - 19 Jun 68 and  
Eight in Project Magnet (participat- 19 Feb - 15 Mar 68  
ing aircrews)

Helicopter Antisubmarine Squadron 20 - 22 Mar 69  
One, Det 61  
Patrol Squadron Two (VP 2) Jan - Feb 68  
(Operation Formation Star)  
Patrol Squadron Four (VP 4) 1 Feb - 30 Jul 67  
1 Aug 68 - 31 Jan 69

Patrol Squadron Six (VP 6) 1 Jan - 30 Jun 68  
Patrol Squadron Nine (VP 9) 1 Oct 66 - 14 Jan 67  
15 Apr - 15 May 69  
Patrol Squadron 17 (VP 17) 1 Oct - 5 Dec 66  
Jan - Feb 68  
(Operation Formation Star)

Patrol Squadron 19 (VP 19) 1 Oct 66 - 31 Jan 67  
1 Feb - 31 Jul 68  
Patrol Squadron 22 (VP 22) 1 Jul 68 - 14 Jan 69  
Patrol Squadron 26 (VP 26) Jan - Feb 68  
(Operation Formation Star)

Patrol Squadron 28 (VP 28) 15 Jan - 15 Jun 69  
Patrol Squadron 40 (VP 40) 1 Feb - 15 Jun 69  
Patrol Squadron 46 (VP 46) 15 Jan - 30 Jun 67  
Patrol Squadron 47 (VP 47) 1 Jul - 30 Dec 67  
Patrol Squadron 48 (VP 48) 31 Jul 67 - 31 Jan 68  
Reconnaissance Attack Squadron Nine 20 - 22 Mar 69  
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30, Det 61

# Letters to the Editor



## More on Reporting Period

SIR: Article 3410150 8. a. of the *BuPers Manual* states: "... report of enlisted evaluation, NavPers 792, is one ... which covers the entire evaluation period or a significant portion thereof."

As I see it, the phrase "significant period thereof" would involve special periods such as the difference in evaluation periods when advanced from PO3 to PO2, travel time, proceed time, and the like.

However, in the August issue of *ALL HANDS* (page 59), you state: "The period of report on a NavPers 792 will include the entire past evaluation period, regardless of the command assigned."

I may be wrong, but I just don't buy this. Evaluating a man while en route to his new duty station could hardly be considered a just evaluation, as the man may be technically attached to the new command the day he is transferred, but he would not be under the command's cognizance as far as justly evaluating the man.

It strikes me that it would be more fair — and more correct — to evaluate a man from the day of reporting to the next evaluation period instead of the end of the last evaluation period.—PN3 S. R. H., USNR.

• *For continuity purposes, it is desirable that there be no lapses in evaluation reports. If a member has been in school, in leave status or in transit most of the evaluation period, and reports to a new command shortly before an evaluation is due, the commanding officer should indicate this on the report, and assign "Not observed" marks.*

*Under the circumstances you describe, the new command need not, in most cases, prepare an evaluation. The man should have received a special evaluation when he was trans-*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, *ALL HANDS*, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*ferred from his previous command. Therefore, unless more than 90 days had elapsed since the special evaluation, a regular evaluation need not be prepared.—ED.*

## On Boat Gongs

SIR: It has been some time since *ALL HANDS* has discussed the proper use of boat gongs to announce the arrival or departure of a commanding officer, division commander, or other officer.

While I can find nothing official on this subject, I contend that the use of boat gongs to announce arrival or departure is *not* an honor, but only an announcement that the captain (or other official) is on board.

## Right Arm Rates

SIR: How many ratings were considered "right arm rates" during World War II, and what were their designations?—C. C. A., QMC, USN.

• *There were nine rating badges formerly worn on the right sleeve by individuals in these ratings:*

BM—Boatswain's Mate  
COX—Coxswain (now BM3)  
QM—Quartermaster  
SM—Signalman  
GM—Gunner's Mate  
TC—Turret Captain (no longer in existence)  
FC—Fire Controlman (now FT)  
TM—Torpedoman's Mate  
MN—Mineman.—ED.

and available to conduct ship's business—or that he's leaving and therefore not available.

The normal procedure is for the captain to call the quarterdeck, two or three minutes before he departs, to inform them that he will soon be leaving the ship. The watch then sounds the appropriate number of gongs and announces: "(name of ship or command) departing." When the CO actually departs, one gong is sounded to indicate actual departure. When he arrives, the procedure is the same (except, of course, that the word "arriving" is used).

Is this the correct drill?—LT L. S., USN.

• *We can't give you an absolute, hard-and-fast, forevermore answer, because the regulations allow some latitude for the preferences of individual captains. But we do have some ideas.*

*The only official publication on the subject we could locate was "Flags, Pennants and Customs" (DNC 27 (A)). Every ship has a copy, and some sections of this basic book are quoted in "The Watch Officer's Guide," and other pubs. It gives these instructions in section 901:*

*"a. For the benefit of officers on board who need to know, the OOD should indicate the arrival and departure of Commanders, Chiefs of Staff, and Commanding Officers as follows:*

*"(1) Over the loudspeaker system, sound the boat gong, special gong, or gas alarm (as locally specified) in groups of two, corresponding to the number of sideboys to which the officer announced is entitled, followed by the announcement of the officer's title as taken from the coxswain's reply [to a boat hail]. . . .*

*"b. The arrival and departure of a visiting Navy captain or commander (or officer of equivalent grade in the*



mander, Chief of Staff, or Commanding Officer, or whose command identity is not known on arrival to the Officer of the Deck, is announced as specified in paragraph 901 a.(1) above but the words 'Staff Gangway' are substituted for the official title."

Apparently you are correct in saying that the bongs announcing the arrival or departure of a senior officer are not an honor, but merely a notification for those on board who need to know.

However, the words "arriving" and "departing" are not found in "Flags, Pennants and Customs." This practice is widespread, but it has no official sanction.

Likewise, the use of one gong to indicate "actual departure" isn't a Navywide policy.

Since the bonging gongs are a notification and not an honor, an officer who is expert on military requirements in BuPers informs us that they are not used in the case of an expected visit in which sideboys are used. Presumably the sideboys and officers involved would be in their places waiting for the distinguished guest, and therefore would need no notification. In this situation, he says, just the title of the guest is passed over the IMC, without bongs.

But, of course, those of us who have had much sea duty can remember visits by high officials when the ship gave everything she had: gun salutes, sideboys, the boatswain's mate piping the guest aboard, the crew at quarters, the band playing—and the eight bongs coming over the loudspeakers as the word was passed, "Navy (or whatever) arriving."

The official policy allows some leeway. If the CO wants the words "arriving" and "departing" used, or one gong to indicate departure, or bongs with sideboys, then that is what will be done.

The letter of promulgation for DNC 27 (A) puts it this way: "In cases where no exact guidance is provided, the answer should be found in the initiative and common sense of the personnel concerned."

Which is another way of saying that, at least to some extent, you may play the boat gongs by ear.—Ed.



This is how the attack aircraft carrier USS John F. Kennedy (CVA 67) looks as seen from a liberty boat en route to the ship behind a setting sun.—Photo by PHC B. M. Andersen.

### Autos Purchased Overseas

SIR: I purchased a new car shortly after arriving in Yokosuka on permanent change of station orders. The household effects office told me that because the car is of foreign manufacture, I may not have it shipped at government expense when I am transferred back to the U.S.

I also was told that should I ship the car at my expense, I would be levied a federal excise tax when it arrived in the U. S.

After reading the article on auto laws (ALL HANDS, July 1969), I wonder if what I'd been told is correct.

You stated that a seven per cent federal excise tax on a foreign-made car may be levied by the U. S. Government when the car arrives in the U. S. You described three situations under which the tax might be levied, and one under which it probably would not.

The would-not situation sounds exactly like mine. To quote your article:

"When you . . . purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped to the U. S. along with your personal and other household goods . . . you would be exempt from the tax."

This seems to discredit what I'd been told about tax liability.

But what may be more important from the financial standpoint, you suggest that foreign-made cars can be shipped at government expense.

I'm confused.—SM1 S. W. C.

• The general rule described in the "Supply Systems Manual" is that foreign-made autos purchased overseas, or for delivery overseas, by DOD personnel and dependents, may not be shipped at government expense.

However, there are so many exceptions that our passing reference to the matter last July allowed for the possibility that—under certain circumstances—you could have your car

shipped at government expense.

None of the exceptions apply to you, but they may apply to other Navy men, so here they are.

The government will ship your foreign-made car if you:

- Owned or had the car on order before 6 Mar 1961.

- Purchased the car while stationed in Alaska, Hawaii, Puerto Rico, Virgin Islands, Guam, Midway, Wake Island, American Samoa or the Canal Zone.

- Are ordered to or from an area which does not have adequate facilities for repair and maintenance of cars produced and assembled in the United States (these areas are listed in Paragraph 58302 of the "Supply Systems Manual").

- Originally purchased the car in or for delivery to the United States.

- Can produce documentary evidence which shows you purchased the car used after 6 Mar 1961, and purchased it from someone else in DOD who was eligible to have the car shipped at government expense before 6 Mar 1961.

- Are killed, missing or captured overseas.

Note that if while overseas you purchase a new American-manufactured car that was assembled in the United States, you may have it shipped at government expense provided you bought the car through a foreign national franchised dealer.

Now for the seven per cent federal excise tax, which applies to both new and used foreign-made cars imported to the United States on and after 15 Jan 1968.

Liability is determined on an individual basis after you ship the car and the Internal Revenue Service sends you the appropriate forms. You then present your case for not paying the tax.

If it is ruled that you are liable, you must file a Quarterly Federal Excise Tax Return (Form 720) on or before the last day of the month following the calendar quarter during which you imported the car into the U. S.

In your case, it appears the tax will not be required. To review what we said last July: If you possess the auto

for a large part of your overseas tour, it is reasonable to conclude that you bought it for your personal use overseas rather than as an inexpensive car to ship back to the States. In other words, you should be exempt from the tax if importing it is "incidental" to your use of it overseas.

But remember that liability for the tax is determined on an individual basis after the car is shipped. Once again, here are the situations in which the tax might be levied:

- Before departing the U. S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U. S., and transportation of the car to the U. S. is prearranged. Returning to the U. S., you use the auto for personal travel.

- You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a

foreign-made car and have it shipped to the U. S. for your personal use.

- You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the car into the U. S. after delivery from the foreign dealer.

And there is one matter you overlooked—the duty that might be levied against the car you buy overseas and ship to the States. In general, if you are stationed overseas on government orders for at least 140 days, and the auto is in your possession before shipment, it may be shipped duty free if you include copies of the orders transferring you to the U. S. You may have someone else meet the shipment at the port of entry if he (or she) has a copy of your orders and a letter from you authorizing the pickup.

If after all this you're still confused, it might be helpful to remember the U. S. balance of payments deficit which has been behind many restrictions that affect servicemen and dependents overseas.

The U. S. balance of international payments is what's left in the Treasury at the end of a fixed period after all dollars have entered or left the country.

A balance of payments deficit can develop when the flow of dollars abroad creates a drain on our gold reserves.

For example, the money you pay an overseas businessman for a foreign car eventually is combined with other dollar receipts in that country, and then exchanged for the gold we use to back up our currency.

By law, the U. S. sells a portion of its gold to foreign banks or governments in exchange for the dollars accumulated abroad. When the U. S. dollar is in a state of plenty abroad, requests for gold increase. This means a balance of payments deficit; a heavy run on our gold reserves; the U. S. dollar may be placed in a state of distrust.

U. S. economists envisioned just such a situation in late 1960. The heavy spending of American dollars by U. S. citizens overseas had created a drain on our gold reserves. And much of the responsibility belonged

### **Inquiry on the Navy Uniform**

SIR: Some people on our ship are convinced that the 13 buttons on the enlisted dress blue uniform trousers represent the original 13 colonies.

I distinctly recall reading somewhere (probably in ALL HANDS) that there is no basis for this belief. Can you settle this age-old argument?—MM1, J. W. C., USN.

• Probably not, but we'll try.

There is no, no, no (13 times) relationship between the 13 buttons and the 13 colonies. Or states.

You might point out to your opponents that, before 1894, the trousers had only seven buttons. It wasn't until the broadfall front was enlarged that the 13 buttons were added to the uniform, and then only to add symmetry of design.

Your authority for these two statements in the paragraph above is not ALL HANDS, but the Naval Uniform Board.—ED.



to the military, because expenditures for support of the U. S. military establishment abroad have traditionally constituted the largest single deficit item in the U. S. balance of payments.

You may recall that back in November 1960, the President directed that the number of dependents of military personnel overseas be reduced by one-third in order to reduce dollar spending abroad.

That order was later rescinded on assurance from DOD that a reduction in overseas expenditures could be accomplished in other ways.

There since have been numerous plans to help the nation's unfavorable position relative to balance of payments. All U. S. government workers and dependents living overseas were requested to cut personal expenditures for foreign goods.

And, to discourage overseas dollar spending on foreign-made cars, the government has—with reasonable exceptions—refused to ship such cars at its own expense.—ED.

### **SGLI Coverage after Separation**

**SIR:** How long does Servicemen's Group Life Insurance coverage continue after a man is separated from active duty?

A friend tells me that full coverage continues for 120 days after separation.

I say the 120-day period gives the veteran a chance to convert to private insurance without taking a physical examination.

Who's correct?—YN2 R. A. T., USNR.

• Both. SGLI contains provisions which offer both benefits. To review:

Unless you specify otherwise, you are automatically covered for \$10,000 SGLI when you are ordered to active duty for more than 30 days. Two dollars a month is deducted from your pay to cover the premiums.

The insurance is in force as long as you are on active duty. It then remains in effect at no cost to you for 120 days after your separation.

Within the 120 days, you may—with no physical examination—convert to a permanent form of life insurance with



**JET SET**—USS Ready (PG 87), one of the Navy's new jet-powered gunboats, poses with her twin sister, USS Antelope (PG 86).

any of more than 500 participating companies. Such a policy would be issued at standard rates—an obvious advantage if you are disabled.

To establish conversion eligibility, you need an appropriately completed DD Form 214 (Armed Forces or the U.S. Report of Transfer or Discharge). Within 30 days after your separation, the VA will send you a list of the participating insurance companies.

It's advisable to complete the conversion after you have reached your home area. This way, the local agent of your choice can assure you of readily available service. If you convert while still at a military installation, you run the risk of not finding a company representative located where you live.

On the subject of insurance, the Department of Defense recently took steps to resolve some of the health care problems faced by those who leave the service (ALI HANDS, October 1969).

As you know, medical care for a serviceman and his dependents at government expense ends at midnight of the day he is discharged or separated from active duty. But it often takes him two or three months to receive health-care insurance at his new job.

To assist the former serviceman during this transition period, DOD has arranged with two companies—Blue Cross/Blue Shield and Mutual of Omaha—to establish short-term plans which provide health-care coverage

for the first 90 days after separation.

These programs are strictly voluntary. The government does not recommend or endorse either one. It merely makes this coverage available to men upon separation who otherwise might face a gap in health care.

Effective 1 Sep 1969, the coverage is available to all Navy men and women upon separation from active duty. It is not available to those who serve on active duty for training or those who are retiring.

The plans differ in coverage. For example, Blue Cross/Blue Shield offers regular benefits for maternity care; Mutual of Omaha does not include maternity care. (Nor does the government. Contrary to a popular notion, a wife who is pregnant at the time her husband is separated or discharged does not receive maternity care at government expense.)

Cost of participation varies. A recent figure for 90-day coverage under Blue Cross/Blue Shield was \$16.50 for the serviceman alone, or \$90 for the whole family. Mutual of Omaha charges \$30 for the serviceman, \$34 for his wife, and \$13 for each child, with a maximum charge of \$103 per family.

You receive information on these programs during the separation process. If you wish to participate, you fill out the appropriate application forms and pay the full premium at your disbursing office. Your disbursing officer forwards the payments to the company.—ED.

### **Fort Marion Bids Farewell**

SIR: I'm a resident of San Diego and often hear about a ship named *uss Fort Marion* (LSD 22). However, I have never seen any detailed account of her history.

Since she is in the local news so often, will you tell us more about her? —Mrs. D. D., San Diego.

• *Fort Marion*, a dock landing ship built during World War II, has operated from San Diego for many years. But you won't be seeing her in the future. After a long career she has hidden farewell to the Fleet.

*Fort Marion* was built at Chickasaw, Ala., and commissioned in January 1946. She was named after a Spanish defense works built in 1672 near St. Augustine, Fla.

*Fort Marion* first began to operate from San Diego in May 1946. She repaired landing craft, moved cargo between San Diego and San Francisco, participated in amphibious exercises off the California coast, and in 1949 made the first of many deployments to the Far East.

In 1950, she moved troops and equipment to Pusan and landed Marines at the strategic island of Wolmi Do, the seizure of which made the landings at Inchon possible. She next lay off Inchon, caring for personnel casualties and small craft, and later performed similar duty off Wonsan.

On 6 Apr 1951, *Fort Marion* landed American and British Marines on the east coast of Korea; the commandos

destroyed a section of coastal railway and then returned to the LSD.

*Fort Marion* was awarded the Korean Presidential Unit Citation for the variety of actions during her first deployment to Korea.

After a year at San Diego, *Fort Marion* returned to Korea and from April 1952 to January 1953 operated with an amphibious construction battalion and a mine squadron.

She was overhauled in 1953 and fitted with a mezzanine deck and helicopter platform.

In December 1953, *Fort Marion* resumed duty as a minesweeper tender at Sasebo and later participated in amphibious exercises off Japan and Okinawa. She returned to her home port with five battle stars for service in Korea.

The LSD took part in exercises in the Hawaiian area, and in May 1955 participated in Operation Wigwam, an experiment with atomic explosions underwater.

*Fort Marion* made other deployments to WestPac for mine and amphibious warfare operations, and in 1959 made headlines at home when she rescued three men from San Diego harbor. (A San Diego water taxi collided with a mooring buoy near the Naval Station and the three men on board were rescued from the sinking craft by an alert *Fort Marion* boat crew.)

In 1960, she moved into the yards for modernization which added years to her lifespan. In November of that year she was ready for Far East duty

once again, and joined with the Third Marine Division, then stood by in a ready force during the Laotian crisis. She worked in such exercises as Operation Circle and the SEATO operation Pony Express, and then returned to San Diego in July 1961.

The following April, *Fort Marion* moved with civilian scientists and equipment to Johnston Island where she participated in Operation Dominic high altitude nuclear tests.

In April 1963, *Fort Marion* received an award for battle efficiency, and the following January steamed independently to Okinawa with advance troops for Operation Back Pack. During this exercise, conducted jointly by the United States and the Republic of China, *Fort Marion* served both as a primary control ship and boat haven, or "mother" ship for smaller craft.

After a variety of other Far East operations, *Fort Marion* returned to San Diego in August 1964. She participated in operations between her home port and Hawaii, and in March 1965 moved troops and equipment from Pearl Harbor to Okinawa as the crisis escalated in Vietnam.

More recently, *Fort Marion* has performed a variety of supply missions, amphibious assault operations, and boat haven, support and repair work in Vietnam.

The LSD took part in two amphibious operations near the demilitarized zone. As a primary control ship, she directed waves of troop boats onto the beach. She also has served as a control ship for river operations.

In November 1967, *Fort Marion* helped salvage an LST that had run aground near Doc Phu.

She returned to San Diego in January 1968 for leave and upkeep, after having spent 42 days in the combat zone. (Someone figured that during this deployment *Fort Marion* traveled more than 25,000 miles, moved 155 men, 1000 tons of supplies, 453 pallets, 133 vehicles, two aircraft and 310 landing craft.)

She made one more deployment in 1968-69 and announcement has been made that she will be decommissioned.

She deserves a vote of thanks for a job well done.—Ed.

**Royal British Marine raiding party leaves USS *Fort Marion* (LSD 22) to destroy enemy supply line on shore in North Korea in 1951.**





CYN3 Gregory L. Stevens, USN



"... Hey, Chief ... I made Third!"

SN John W. Benson, USN



"He said scotch and soda ... water makes him seasick..."

CTC Ernest M. Mown, Jr., USN



"Chief, there's on SF1 Nooh from downtown that wants to order two of everything we have in stock!"

CTC Ernest M. Mown, Jr., USN



"Whotsomotto kid ... don't you know o delicocy when you see one?"

LTJG Frederick W. Weil, USNR



Rumor Control, Smithers speaking!

# TAFFRAIL TALK

IT STARTED OUT as an ordinary workday for Ship's Serviceman 3rd Class Alex Stewart at McMurdo Station, Antarctica.

He was laying out his stock of razors, cigarettes and such for the wintering-over staff when he noticed the crate stuck back in the corner.

As far as we know from the *NavNews* report, Alex hadn't ordered it. He certainly wasn't prepared for the stenciled label: "Yo-Yo, Wooden, Hesitating, Official Charlie Brown Type; One Cross."

He opened the box and found that it did, indeed, contain one hundred and forty-four multicolored yo-yos, emblazoned with likenesses of Charlie, Snoopy, Linus and Lucy.

Alex made the notation in his stock inventory: 144 Charlie Brown Yo-Yos.

And before you could say Good Grief, the great Antarctica yo-yo craze was on.

By the end of the day, Alex had sold 120 yo-yos (including one to himself). McMurdo went yo-yo mad.

They were even yo-yoing with one hand while they ate with the other.

Happiness, in the long Deep Freeze winter, was a yo-yo. Everyone was having a ball—even Alex, whose round-the-world trick fell halfway short and blacked his eye.

Gradually all hands became more skillful. The clunk of an inexperienced maneuver was replaced by the smooth whirl of a well executed walking-the-dog. Men began matching skills and disputing points of style.

And soon it was organized: the First Annual Invitational Antarctic Yo-Yo Contest. Competition was hot enough (well, almost) to melt the polar ice. A winner emerged.

For the record, the incumbent Yo-Yo Champ of All Antarctica is Senior Chief Electronics Technician John Watkins, who performed a flawless rocking-the-cradle.

Any challengers? Dust off your yo-yos and visit your personnel office to volunteer for Deep Freeze.

But count us out. We've always preferred mumblety-peg.

INC! The sonar of *uss Carpenter* (DD 825) had made a contact.

"Bridge, Combat. We have a skunk bearing . . ."

The destroyer, on ASW exercises off Hawaii, closed in for the kill.

But the target had already been wiped out—so to speak. It was a surfboard, 120 miles from the beach.

A destroyerman scooped the board out of the water. It was apparently undamaged. There was no long distance surfer in sight, so the seven-foot "contact" was stowed aboard for further investigation, and *Carpenter* returned to her exercises.

When she returned to Pearl Harbor a few days later, George Jones, a Californian summer student at the University of Hawaii, read about the discovery in local papers and visited *Carpenter* to claim his board.

Two weeks before, he reported, he had been shooting the curl at Waikiki and found himself washed ashore boardless.

*Carpenter* didn't divulge her scores on the exercise. But Jones, now reunited with his board, thinks her sonarmen are 4.0.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: OCEAN GEMS**—With water sparkling like jewels, a crewmember of *USS Josephus Daniels* (DLG 27) looks out to sea.—Photo by PH1 A. A. Clemons, USN.





Navy Combat Artist Journalist 2nd Class John C. Roach, USN



PORT CALL PORT CALL **PORT CALL**



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# ALL HANDS

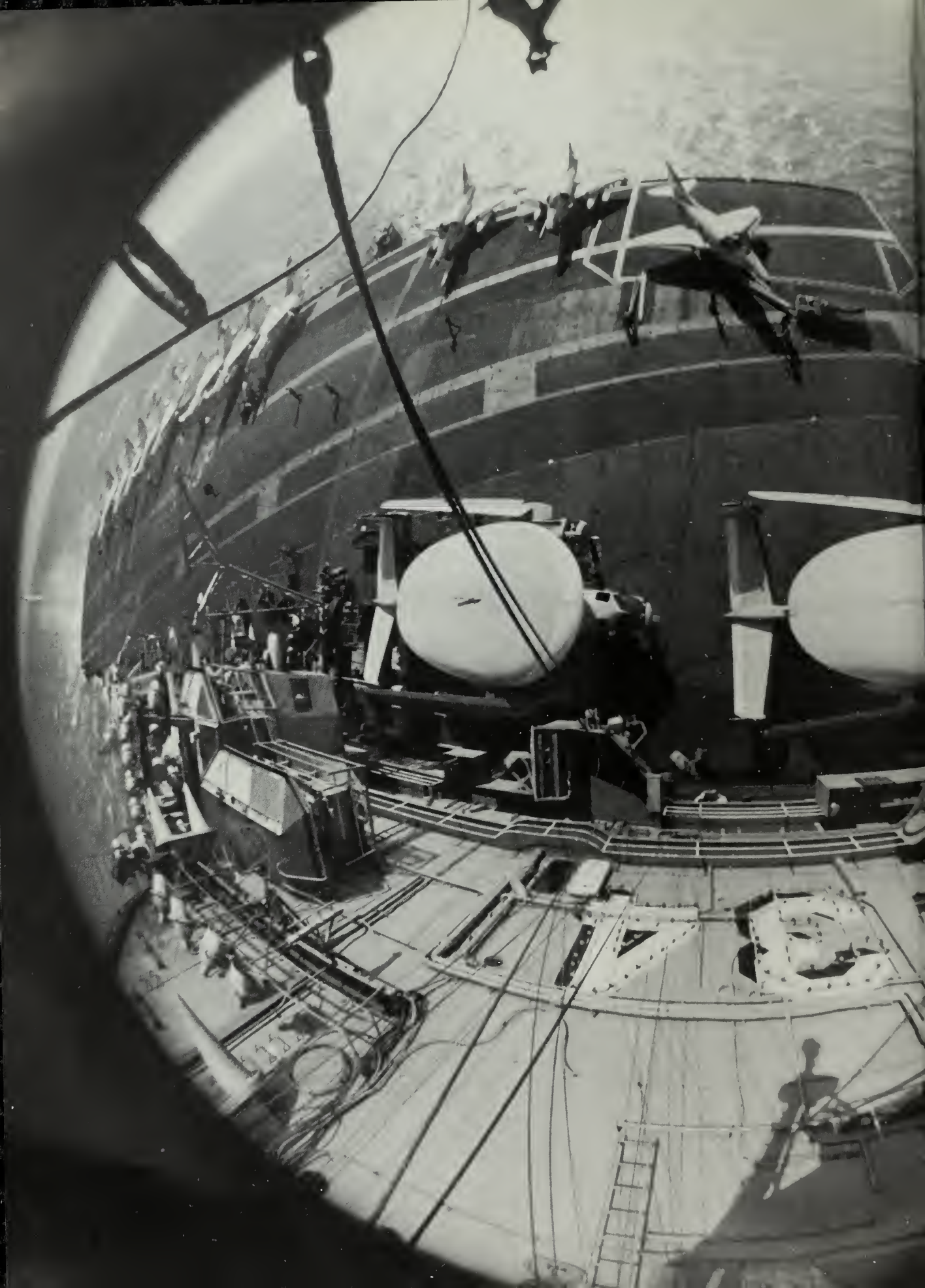


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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1970 Nav-Pers-O NUMBER 638

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The Deputy Chief of Naval Personnel

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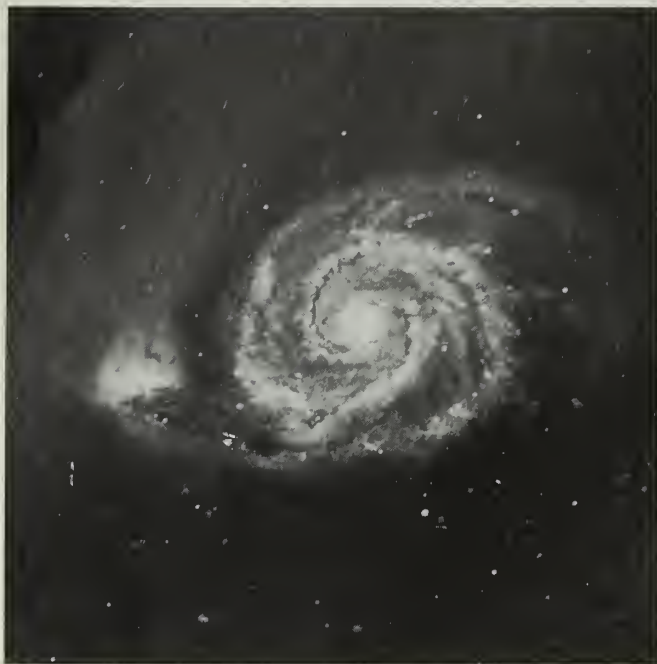
Reserve

• FRONT COVER: NAVY'S ROLE IN SPACE ranges from the seas of earth to the "seas" of the moon. The cover shows an early Apollo spacecraft brought aboard a Navy carrier after splashdown. The Navy has played a variety of roles in the development of America's space program from its beginning. They range from launching of satellites to pickups at sea of all the astronauts since the Mercury program.

• BACK COVER: MEN OVER THE MOON—The Apollo 11 Command Module, as seen from the Lunar Module shortly before man's first landing on the moon.

• AT LEFT: THE MIGHTY 'O'—Flight deck of the Seventh Fleet carrier USS Oriskany (CVA 34) is seen through the fisheye lens of the camera of Chief Photographer's Mate Neol Crowe, USN.

Way, Way Out in Space: An "extragalactic nebula," that is, a large group of stars outside our own galaxy.



*The following report is from an address by Rear Admiral Thomas B. Owen, USN, Chief of Naval Research. The report highlights the new research horizons and the interrelation, scientifically speaking, between space and the sea. Presented before the American Institute of Aeronautics and Astronautics, it points up the Navy's long association in these two fields. Here are excerpts relating particularly to the Navy's scientific efforts in outer space.*

**T**HE OFFICIAL BIRTH of the United States Navy in 1798 was followed some 30 years later by the establishment of an office that included both space and the sea as its areas of interest and jurisdiction.

In 1830, a Depot of Charts and Instruments was

# SPACE

established "to store, maintain and issue charts, sailing directions and navigational instruments for use by Navy ships."

In a very broad and a very practical sense, the Navy pioneers of that era began to conduct "mission-oriented" research both in hydrography and in astronomy in order to meet their chartered responsibilities of providing such charts, sailing directions and navigational instruments. Slowly there commenced a program to gather hydrographic data for nautical charts.

Of equal importance was the objective of acquiring the proper astronomical instruments to make observations of the positions and motions of the sun, moon, planets and principal stars.

**T**HE APPOINTMENT in 1842 of Lieutenant Matthew Fontaine Maury, USN, as Officer in Charge of the Depot was significant. During his 19-year tenure he implemented a system for collecting, analyzing, recording and disseminating worldwide hydrographic data. He also founded the science of oceanography in this country, among many other accomplishments.



Water, Water, Everywhere: 70.8 per cent of Planet Earth is covered with water.



In 1849, the Navy established its Nautical Almanac Office at Cambridge, Mass. This office was later moved to Washington, D. C., and became a part of the Naval Observatory.

In 1854, the Depot of Charts and Instruments was renamed the U. S. Naval Observatory and Hydrographic Office (which was later established as two separate institutions in 1866).

Closely associated with the growth in reputation of the Naval Observatory, commencing in the 1860s, was the distinguished career of Professor Simon Newcomb, a government employee of the Navy Department for over 40 years. His research in celestial mechanics — particularly his theories of motion of the Moon, Uranus and Neptune — made him one of the

house laboratories, and the private industrial scientific groups in those areas of knowledge that seem to be most relevant to long-range Navy requirements.

This very brief outline of some of the highlights of the Navy's research efforts up to the establishment of ONR in 1946 provides the perspective to discuss the 1950s and 1960s and the future. (Excluded has been any discussion of the Naval Material Support Establishment, with its six Systems Commands and many laboratories, which is a most significant part of the Navy R&D program.)

**N**RRL EMERGED from World War II with a very special and well-deserved reputation for its many contributions in military R&D, in such areas as radar,

# and the SEA

great scientists of his time, and was instrumental in establishing the quality and effectiveness of the U. S. Navy's *Nautical Almanac* as a navigational tool, still in use today.

**F**OR ALMOST 80 YEARS, this Navy organization, concerned with surveys and research in hydrography and astronomy, underwent little change. In the 1940s, when changes did commence, their impetus could be traced to the fantastic technical achievements in radio, electricity, aeronautics and weaponry of the early 20th century.

A part of this impetus was generated when Thomas A. Edison, in 1915, suggested that the Navy have its own laboratory in which ideas or inventions could be tested and adapted to the peculiar needs of the Fleet. This stimulated the founding of NRL (the Naval Research Laboratory) in Washington, D. C., in 1923.

In 1946, the Office of Naval Research (ONR), headed by the Chief of Naval Research, was established in recognition of the need to plan, encourage and support basic research in our universities, in-

communications, materials and several fields of chemistry and physics.

A new dimension in Navy research in astronomy and astrophysics commenced when NRL pioneered solar rocket astronomy.

In 1946, the first far ultraviolet spectrum of the sun beyond the atmospheric cutoff was obtained. From this beginning, a relatively small research group has since used radio telescopes and rocket and satellite-borne instruments to make astrophysical measurements. Some of the scientific firsts of this NRL Space Sciences Division include:

- The discovery of solar X-ray emission and its role in the production of the ionosphere;
- The detection of X-ray bursts from solar flares and the related explanation of radio fadeout;
- The first short wavelength radar studies of the moon leading to an independently derived distance to the moon;
- The first radio astronomy measurements to indicate the temperature of Venus.

Experiments conducted by the NRL space science

# SPACE and the SEA

and technology groups include special purpose research satellites, and payloads on large, multipurpose satellites such as *Gemini*, and the *Apollo Telescope Mount* (ATM). The continuing cooperation and outstanding support of NASA in all aspects of these experiments has been the key to success in these programs.

The Naval Observatory has continued to do research in the determination of time and in astrometry. The Simon Newcomb Laboratory was dedicated in Washington, D. C., in 1962 and is used to support astrophysical research and researches in the determination of time.

ONR has supported many individual investigators at universities throughout the years since 1946 with its Contract Research Program.

Included in this program has been support for several pioneer investigators in radio astronomy and for such notable individuals as Dr. James Van Allen at the University of Iowa for his radiation belt work. ONR Washington is aided in such work by its alert scientific "bird dogs" — the branch offices in Boston, New York, Chicago, Pasadena, San Francisco and London, England.

**L**T MAURY's mostly two-dimensional ocean of winds, shoals, currents, and waves has increased in depth during the 20th century, and is fully three-dimensional today.

This means to us that the sciences of physics, geology, biology, chemistry, psychology and mathematics

are shifting even more to the ocean depths in the Navy research plan.

Acoustics, marine geology, marine biology, ocean chemistry, physical oceanography, undersea research vehicles, life support systems, deep moored and drifting buoys, remote sensing of the sea surface, advanced data handling and new environmental prediction techniques — these are some of the areas of increasing interest which should present long-term challenges to scientists and engineers.

## Similarities of Space and the Sea

**I**N LOOKING at the types and scope of problems typical of ocean research and development, we are struck by the many similarities to our space program.

- Both the ocean and space represent research environments that bring together scientists of many disciplines who are from many different types of research organizations.

- They are both relatively unknown environments which are hostile to man, which represent extreme technological challenges in building rugged, reliable vehicles and instruments to do useful work.

- Both are on the brink of the largest survey and exploration programs which man has ever attempted. They will require data handling systems far in advance of anything man has yet conceived.

- Both will probably ultimately require very sensitive instrumentation for detecting and measuring phenomena from low acoustic frequencies to RF to light through X-rays.

Naval Space Surveillance—NAVSPASUR is a command, and the stations are part of a System. For a roundup report, see page 10 and also *ALL HANDS*, July 1968 issue.





• Both environments will require some large-scale, high-cost research facilities — especially vehicles — that will be used for many purposes.

Some of these similarities lie in the realm of "Big Science." The lessons we are now learning in the national space program, such as *Apollo*, may well be applied to the large ocean research projects.

However, it is more interesting to look at some of the smaller projects. It is here that we can see more clearly the intimate mutual support of research in space and the sea.

**P**ROJECT TEKITE I—This is an ocean bottom study which involved the longest continuous undersea stay of a diving team yet attempted. The project's name was inspired by the combination of apparently divergent factors — space and ocean.

Tektites are small mineral objects found both on land and in the ocean that have survived a flaming passage through the earth's atmosphere from space.

The program had two objectives: Experimentation and study in several marine sciences on the ocean bottom; and observation and analysis of the behavior of man in an isolated, alien environment under stress. The behavioral study is applicable to both undersea missions and to extended-duration space missions.

**T**HE BARBADOS Oceanography/Meteorology Experiment — known as *Bomex*, is another joint project of interest to the Navy. In this, environmental data was collected over a limited ocean area, east of Bar-

bados, to study the joint behavior and interaction of the atmospheric and ocean system in subtropical and tropical waters.

Environmental sensing platforms included moored buoys, surface ships, aircraft, and satellites of opportunity. The problems of predicting undersea patterns in temperature, pressure, turbulence, current flow and salinity are, of course, of great importance.

The obvious relations with acoustic detection systems and undersea weapons design makes this an area of great interest to the Navy in ASW, in submarine warfare and mine warfare capabilities.

**S**PACECRAFT OCEANOGRAPHY PROJECT — Established in 1965, this project is supported by NASA as the ocean portion of its Earth Resources Survey Program. At present, the program is concentrating on the design, testing and ultimate space qualifications of satellite sensors for remote measurement of oceanographic factors such as sea state, sea surface temperature and ice conditions.

Both manned and unmanned satellites using radar, visible optical systems, infrared and microwave spectrometers and radiometers are used. While university investigators predominate, the radio astronomy group at NRL has been asked to investigate the possibility of using microwave radiometry to survey the ocean.

#### Miscellaneous General Support Projects

**N**AVIGATION — The Navy Navigation Satellite System, formerly known as *Transit*, was first orbited

TEKITE I undergoes systems tests at drydock in the Philadelphia Naval Shipyard before being anchored to sea floor by Navy Seabees. Right: artist's conception.



# SPACE and the SEA

in 1960 and used operationally in 1964. The technology and system facilities for this project have also contributed to a joint DOD program in satellite geodesy.

In 1967, the design information of the shipboard navigation equipment for this system was made available to U. S. industry on an unclassified basis.

The importance of the satellite receivers for unclassified research can be most dramatically demonstrated by a description of the year-long scientific exploration of the oceanographic ship *Argo*. This 61,000-mile voyage in the Pacific, Indian and Atlantic oceans combined a seagoing computer with the satellite navigation equipment and was able to record simultaneously research data and the precise location of the ship in all weather conditions.

**S**ATELLITE/BUOY COMMUNICATIONS — a project now underway will participate in NASA programs in satellite interrogation, data relay and position fixing of various platforms used to make environmental measurements.

The experiment will investigate the effects caused by the variation of several factors; coding techniques, satellite orbits, position-fixing schemes, frequencies, and buoy electronic packages. Basic design data, peculiar to the ocean buoy environment and applicable to many Navy problems (such as ASW), should be acquired at a reasonable cost because of the utilization of existing NASA facilities.

**S**OLRAD—NRL's Space Sciences Division, supported by the Naval Air Systems Command, has conducted a series of solar X-ray and ultraviolet measurements by satellite since 1960. The 1960 satellite *Solrad* was the world's first successful astronomical observatory satellite. Readout of the most recent satellite, *Solrad IX*, launched on 5 Mar 1968, is being conducted by

"Both the ocean and space are on a brink of the largest survey and exploration programs that man has ever attempted . . ."



NASA, ESSA, and the international scientific community.

While the major military application is considered to be a monitoring and warning device for communication disruption and radiation hazards to astronauts, its accumulation of isolation data for atmospheric and ocean environmental studies is an obvious and important by-product.

**E**SSA WEATHER SATELLITE — A joint research and development program in weather satellites by ESSA and NASA has resulted in the Environmental Survey Satellite (ESSA) operational system.

The Navy's interest in the products of this program has led it to develop shipboard versions of the Automatic Picture Transmission terminals. Such terminals have provided two- to four-mile resolution pictures for cloud coverage at distances out to 2500 miles from the ship. This information is extremely valuable in supporting tactical Fleet operations, particularly with respect to short-range weather forecasts. Navy participation in satellite communications programs is of a similar nature.

**T**HE INSTANCES CITED above represent only a few of the many projects which represent a link between our research environments of space and the sea.

There are many other examples wherein a technique, instrument or capability, developed in one environment, has equally meaningful applications in the other:

- The use of acoustic wave theory to study the atmosphere;
- The possible use of radio astronomy radiometric techniques for an all-weather radio sextant for ocean navigation;
- Remote underwater manipulators that have their counterparts for planetary exploration;
- Advanced energy conversion techniques that require long-lived, unattended operation in both space and the oceans.

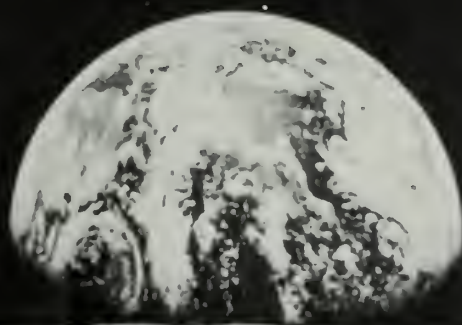
To us in the Navy, it is interesting to watch a cycle which started almost 140 years ago beginning to complete its first swing.

What started as a small Depot for Charts and Instruments in 1830 with a mission to provide for safe navigation of the Navy's ships at sea, has turned to a study of the oceans and the celestial bodies to help solve its problems.

As we look ahead to the challenge of national security in the 1970s and '80s, the Navy research community sees many complex missions. Certainly, highly advanced sea-based weapons systems will be a part of our national strategy and military posture.

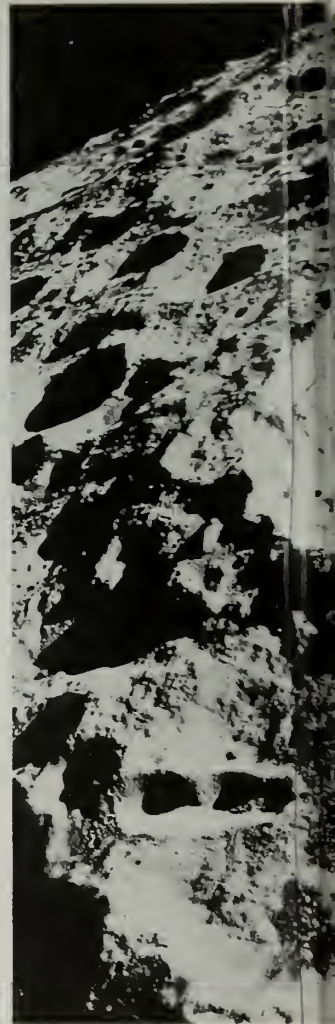
Leading the way for such systems, the Navy research community sees a research horizon that begins to blend once again into a joint program of space and the sea.





**chapter II**  
**DAWN of a NEW AGE**





Apollo 11 LEM approaches Command Module after leaving moon. Earth rises above lunar horizon.

NAVY'S CONTRIBUTION TO THE SPACE EFFORT

# GIANT Leap For





The Navy contributed much to man's "great leap" to the moon.

# Man Kind

*The magnificent achievement of the landing on the moon, not once but on two separate occasions, is a demonstration of teamwork accomplishing the near impossible. Teamwork has been the keystone of the accomplishment in the United States space program.*

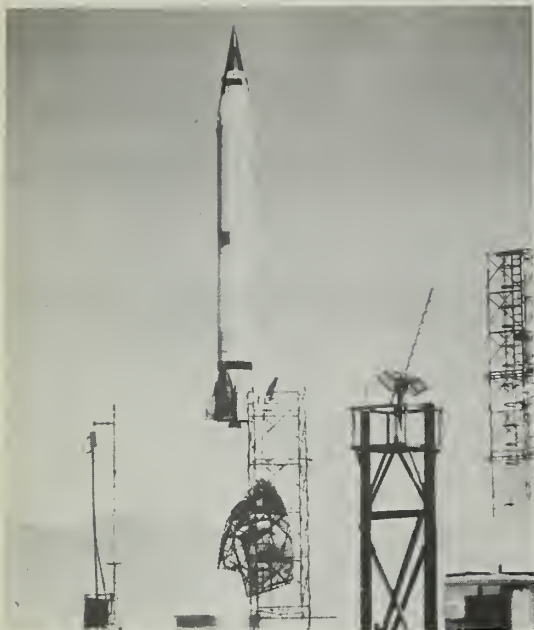
*The space effort is the basic responsibility of the National Aeronautics and Space Administration, but the Department of Defense and the armed forces team have worked closely with NASA to lend their knowledge and experience in support of America's space effort. Navy's role in the modern space program dates back to the early 1950s and continues today in the scientific work of numerous agencies that are a part of the naval establishment.*

*The lead articles that appear here were prepared by Journalist 2nd Class Milt Harris and Journalist 3rd Class J. R. Kimmins, and released by the Office of the Navy's Chief of Information.*

*The report on the Apollo 12 mission is the work of Chief Journalist Marc Whetstone, USN.*

*A report in the January issue of ALL HANDS Magazine, page 2, gave, in part, the contributions of the Naval Ordnance Laboratory in the space effort.*

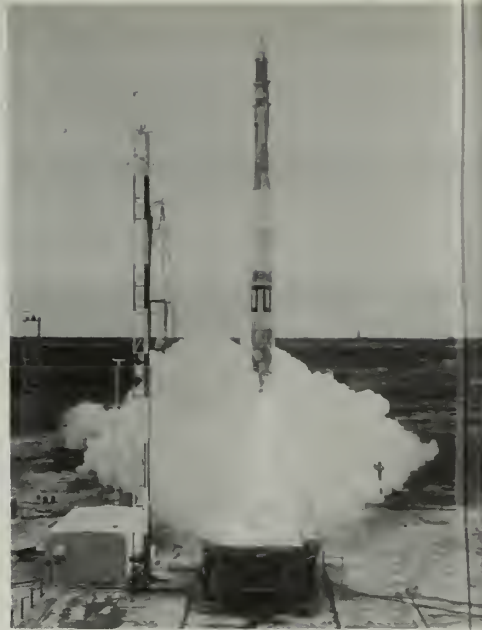
*Here is a roundup highlighting the Navy's role in support of the space effort, with emphasis on those programs not as well known as the moon landings.*



This Viking II rocket reached a record height of 158 miles and hit 4300 mph in test in 1954.



Aerobee Hi soared to new record of 163 miles in mid-1956.



An early test of the Vanguard system is fired at Cape Canaveral in 1957.

**T**O START OFF, here are some highlights of Navy contributions to the space program:

- Twenty-three of the 32 military astronauts today were commissioned as military officers from Navy sources.

- Seventeen of the 32 astronauts are naval aviators. (Pilots entering the Navy's flight training program, from the Marine Corps and the Coast Guard as well as Navy sources, are designated naval aviators upon completion of the training.)

- First U. S. man in space — naval aviator — CAPT Alan Shepard, USN.

- First U. S. man in orbit — naval aviator — COL John Glenn, USMC.

- First man on moon — former naval aviator — Neil Armstrong.

- First All-Navy crew to land on the moon — CAPT Charles Conrad, Jr. and CAPT Alan L. Bean, with CAPT Richard F. Gordon manning the command space ship during the moon walk.

- All recoveries of manned capsules have been made at sea by Navy ships.

- Original flotation collars for capsules were Navy-designed.

- Navy's development of the full pressure space suit was a stepping-stone on the way to manned space flight.

- Navy trained Monkey Baker — one of two animals first to survive a space flight. Monkey Baker (a lady) is still living and resides at the U. S. Naval Aerospace Medical Institute in Pensacola, Fla.

- Navy's experiments with balloons began shortly after World War II to provide better understanding of problems to be solved before manned space flights. This led to Project *Stratolab* — a series of

balloon ascents, one of which carried two men and scientific instruments to an altitude of 86,000 feet. One of the *Stratolab* flights gave conclusive proof that the atmosphere of the planet Venus contains water vapor.

- Beginning in March 1958, three Navy *Vanguard* satellites were placed in orbit. *Vanguard* was responsible for a more accurate determination of the shape of the earth.

- Environmental studies gathered from submarines (especially nuclear subs) where adequate supply of oxygen, shielding from radiation and an effective environment for men to work for long periods of time were common to both submarine and space.

- Significant Navy Launchings/Projects: *Viking*, *Aerobee*, *Rockoon*, *Argus*, *Polaris* and Transit Navigational Satellites.

## The NAVSPASUR Story

**O**N 4 Oct 1957, the Soviet Union succeeded in man's first attempt to reach beyond his terrestrial home. The space race was on, as the historic launch of *Sputnik I* became a temporary symbol of Soviet superiority. Today, the successes of the Apollo manned missions have put the United States in the forefront of space activity.

Although men of the United States Navy are playing primary roles in today's Apollo missions the Navy has a long history in space predating the Apollo missions. It was a Navy effort that launched one of America's first satellites, *Vanguard I*. The *Vanguard* program is now history, but it developed another of the Navy's most important, yet little known, space re-





Two Navy observers set altitude record of 76,000 feet in balloon-carried Stratalab gondola in 1956 ONR project.



Unmanned Stratoscope project took pictures of sun in 1957.



Rockoon gathered data on solar radiation.

lated activities, the Naval Space Surveillance System.

The Navy first entered the field of space surveillance through a combination of crisis and coincidence. At the time of the Soviet Union's initial space orbit, the United States could detect and track only those foreign, possibly hostile, satellites which broadcast a continuous signal on a known frequency. The country had no capability to detect a so-called "quiet" satellite, one which broadcast no such continuous signal. Such quiet space vehicles could have been launched clandestinely by foreign powers, and posed a threat to United States security.

To meet this threat, the Joint Chiefs of Staff directed the Advanced Research Projects Agency (ARPA), of the Department of Defense to develop a detection and tracking system for quiet satellites as rapidly as possible.

The United States Navy, utilizing existing equipment and techniques developed as part of the *Van-guard* program, was able to present ARPA with plans for a system which could be operational in less than a year. With time the critical factor, the Navy team provided rapid response to a vital national need.

**W**ITHIN EIGHT MONTHS of an ARPA go-ahead directive, the Naval Research Laboratory installed the first units of what today has become the Naval Space Surveillance System. Since the early deployment of these first components, NAVSPASUR has enlarged, modified, and used the increasing technology of space sciences to develop a system capable of detecting and developing orbits on objects in space to altitudes of thousands of miles.

Operationally, NAVSPASUR is under the control of the Commander in Chief, North American Air De-

fense Command, and provides operational support as directed to the Chief of Naval Operations. In April 1961, NAVSPASUR became an integral part of the NORAD Space Detecting and Tracking (SPADATS) system, a network of sensors which keeps track of all foreign and domestic space activity. NAVSPASUR responds to both Navy and NORAD requirements.

**L**OCATED in an unpretentious brick building at the Naval Weapons Laboratory, NAVSPASUR Headquarters in Dahlgren, Va., is the nerve center of a system that stretches across the United States. Headquarters houses administrative offices, a Command Center, various support offices, and a computational complex consisting of two IBM 7090/30 and one IBM 360/30 computers.

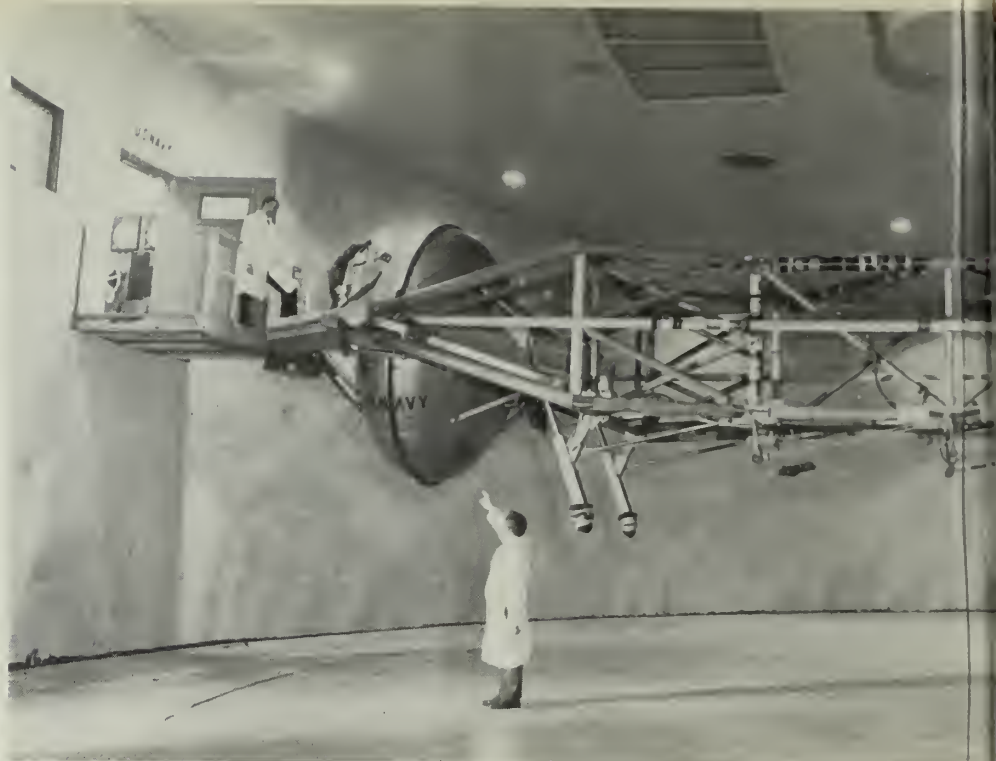
The Dahlgren Command Center controls six receiving stations and three transmitting stations along 33° north latitude across the southern United States. Each of the receiving stations is connected directly with Dahlgren by data lines, and a teletype network links all field activities.

The three transmitting stations at Jordan Lake, Ala., Lake Kickapoo, Tex., and Gila River, Ariz., emit a continuous fan of carrier-wave energy on a frequency of 219.98 of Mhz. This fan, commonly called the "Fense," is produced by 50,000-watt transmitters at Jordan Lake and Gila River, and by the main one-million watt transmitter complex at Lake Kickapoo.

**W**HEN A SATELLITE passes through the NAVSPASUR Fense, some of the energy hitting it is reflected back to one or more of the six receiver stations located at Fort Stewart, Ga., Hawkinsville, Ga., Silver Lake, Miss., Red River, Ark., Elephant Butte, N. Mex., and



High-altitude pressure suit of 1956 led to spacesuits.



Centrifuge at Naval Air Development Center simulated stresses of flight in the upper atmosphere and space for Navy fliers and astronauts.

San Diego, Calif. Each of these stations is equipped with special filters that adjust the site antennae to the changes in frequency of the reflected signal caused by the phenomenon of Doppler shift.

The NAVSPASUR system uses the interferometer method of determining azimuth and zenith angles to position a satellite in space as it appears in the Fense. The receiver stations provide the Dahlgren Headquarters with the raw data necessary by measuring the differences in phase reading of the reflected signal as received by different parts of antennae.

This ability to measure precisely these minute variations in signal permits the system to generate the zenith angles required to position the satellite to an accuracy of one one-hundredth of a degree. To obtain the required raw data, two types of receiver stations are used. Elephant Butte and Hawkinsville are "high-altitude" stations and the remainder are "low-altitude" facilities. The basic difference is the increased antenna length at the high altitude stations permitting greater sensitivity, and thus, reception of signals from farther in space.

At Headquarters, the raw signal, consisting of the measured differences in electrical phase, goes through two integrated steps to produce positional data on the satellite creating the signal. The ADDAS, or Automatic Digital Data Assembly System, is a specialized computer which converts the raw signal from analog to digital form, filters out noise and signals created by airplanes, and further prepares the raw data for the second step: entry into the 7090 computers.

In the 7090s, the measured phase differences are used to compute the actual position of the satellite. This positional data is compared against predictions of positional data on all known satellites which pass through the Fense. When a signal matches one predicted for a known satellite, it can be identified by the system.

If a signal is received that has not been predicted, it is categorized as an "unknown" and special analysis procedures are initiated. Most unknowns can be identified quickly as old satellites whose orbits have changed as they decay. On all objects which cannot be readily identified, NORAD is notified by high-speed communication facilities.

ONE OF THE system's 7090 computers implements NAVSPASUR's "closed system," a constant update of the basic data base which permits NAVSPASUR to operate with complete independence from any outside source. When a satellite is observed, it is identified according to predictions based on the unique characteristics of its orbit, called elements. The elements of a particular satellite are derived from observations made by NAVSPASUR's receiving stations.

From the elements, in turn, predictions on when and where to expect new observations are made. These further observations on a satellite are used to update the elements, providing more exact predictions of future observations. The cycle continues in a constant process.

This closed system makes NAVSPASUR unique among





**CAPT Alan B. Shepard Jr.,**  
first American in space.



All-Navy crew of Apollo 12 receives congratulations from the President after moon mission. L-R: CAPTs Conrad, Gordon, Bean.

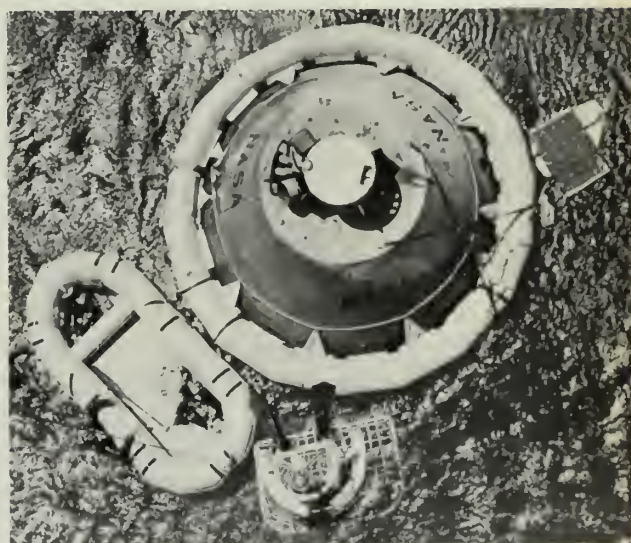
SPADATS sensors in its ability to generate high quality element data and thus provide both elements and observations. With its own computers, NAVSPASUR can act as a backup facility to the NORAD Space Defense Center.

**T**HERE HAVE BEEN over 5000 objects sent into earth orbit since the *Sputnik I*. Of these, over 1700 are still in space, including more than 350 payloads and various space debris.

NAVSPASUR presently averages 14,000 observations per day on a rapidly growing space population. Identification of a satellite, from initial reception by receiver station antennae to identification by the 7090s takes an average of two seconds. In addition, NAVSPASUR's present facilities are capable of handling the increasing space population for years to come.

The system's independence, element generation capability, and reserve capacity, coupled with its high accuracy and reliability rate, make the Naval Space Surveillance System a vital and unique link in the NORAD Space Detection and Tracking System that guards the United States 24 hours a day, seven days a week.

*On the following pages are a series of brief summaries of certain Navy scientific and operational contributions to the space effort. They do not completely cover the Navy's efforts in this field, but serve to highlight the team effort with NASA and the other branches of the armed forces.*



UDT swimmers practice recovery operations with Apollo 11 spacecraft mockup. Recovery net (bottom) dangles from helo.

## From VANGUARD To

# SOLRAD

**S**HORT-TERM solar flare activity forecasts, derived from information furnished by the Naval Research Laboratory's SOLRAD-9 (Solar Radiation) satellite during America's historic moon landing, played a significant role in safeguarding the spacemen and their communication systems in *Apollo 11*.

Naval Research scientists from the laboratory's site near Washington, D. C., said that solar radiation, which fluctuates, can be in the form of intense proton streams that would be harmful to spacemen out of their vehicle or could play havoc with ground communication systems.

SOLRAD-9, the 9th in a series of solar radiation detection satellites, senses solar x-ray emissions, records them and, upon command, telemeters the data to a receiving station at the lab's Blossom Point, Md., site. SOLRAD satellites are sponsored by the Naval Air Systems Command and are put into orbit by the National Aeronautics and Space Administration.

**S**PECIAL OPERATIONS for the *Apollo 8* moon mission by the SOLRAD Satellite data system began at the request of NASA officials in December 1968, when spacemen first circled the moon and returned to earth.

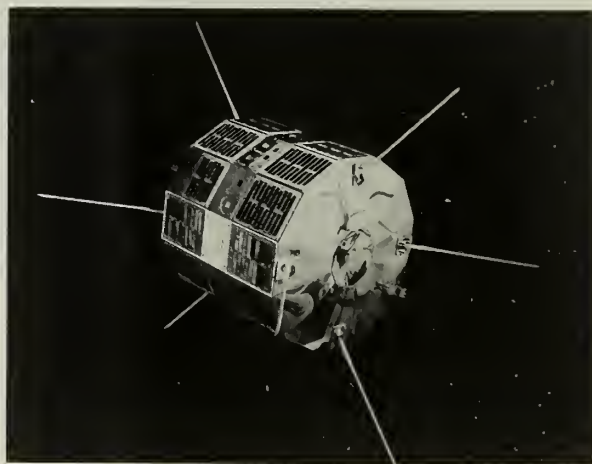
During this period the satellite stored a continuous record of solar x-ray activity. It queried also for radiation data as often as six times during a day when it was in view of the Blossom Point receiving station.

The stored data was processed in about a half an hour's time at the Naval Research Laboratory and then transmitted by facsimile to the Environmental Science Services Administration's Space Disturbance

Forecast Center at Boulder, Colo., where it was used to assist in the evaluation of the space environment.

SOLRAD Project support was also given during the flight of *Apollo 10* in May 1969. Scientists ascertained that the radiation levels that existed during the *Apollo 8* and *9* missions were not hazardous.

**A**S A SAFETY MEASURE, the Project support was used again at a request of NASA officials during the *Apollo 11* mission to provide solar activity data



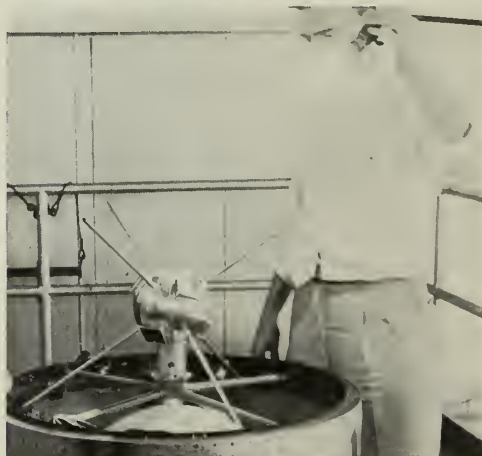
Navy-sponsored SOLRAD-9 helped to safeguard spacemen.

to the Space Disturbance Forecast Center. The record low level of solar x-ray activity measured during the mission proved that the astronauts were operating

Navymen view model at Vanguard Computing Center in 1957.



Satellite's solar batteries undergo light test in 1957.





in optimum radiation environment and at no time were in any danger from the solar radiation.

The data resulting from the Naval Research Laboratory's SOLRAD Satellite system was considered by mission officials to be timely and accurate. Timeliness was significant because very intense solar radiation could result in the cancellation of certain phases of the lunar mission.

**T**HE FIRST of a series of nine SOLRAD satellites was conceived and developed by the Naval Research Laboratory and launched in 1960. In the years prior to the two-month successful results of SOLRAD I, scientists used rockets to lift x-ray sensors above the

earth's atmosphere. These were the first detectors to confirm experimentally that the sun emits x-rays.

SOLRAD 9, which was launched 5 Mar 1968, weighs 195 pounds and is in the shape of a 12-sided drum. It is about 30 inches high and 30 inches across. After a year and a half of continuous operations the satellite is still transmitting measurements of the time history of solar x-ray emissions.

The Naval Research Laboratory stands today as one of the foremost physical research laboratories in the world. In all of its major fields of research — electronics, materials, general sciences and oceanology — the effort is directed toward new and improved equipment techniques and systems for the Navy.

## NAVAL OBSERVATORY'S ATOMIC CLOCK

**T**HE NEXT TIME you look at your watch, think about the scientists at the U. S. Naval Observatory, Washington, D. C. Their business involves keeping up with what time it is also, but they worry about where we are, in time, to millionths of a second.

Using cesium beam atomic clocks, Observatory scientists determine standard time for the Department of Defense. Correct time intervals are broadcast by the Observatory to various stations in the U. S. that, in turn, forward it to ships at sea, aircraft, both military and civilian, and to other governmental institutions like the Coast Guard, the Federal Aviation Administration, and the National Aeronautics and Space Administration.

NASA uses the Observatory time to launch its vehicles, control them in space, and bring them home again, all of it done to the closest precision time available through modern "time technology."

**T**IME WAS FIRST determined by the Navy Department in 1830 to meet the needs of navigation. These needs still exist, but in addition, requirements for accurate time of the highest precision for scientific and technical purposes have expanded considerably.

The increasing need for precise time measurement has been met with increasing precision of the clocks used by the Observatory. The Master Clock, used by the Observatory as the ultimate authority, is really a series of 15 especially selected cesium beam atomic clocks, whose time pulses are averaged together.

This average varies only by a tiny amount, perhaps five-millionths of a second in a year, and is used to determine the correct time in all other installations.

Anyone can use the facilities of the Naval Observatory. Correct time signals are broadcast on the short-wave band at 2½, 5, 10, 15, and 20 Megahertz frequencies. This station, known as WWV of the National Bureau of Standards in Fort Collins, Col., can be picked up on any shortwave radio.

**T**O BE ABLE to determine the correct time in Washington, D. C., is meaningless unless you have a means of transmitting this pulse to other stations, said Dr. Gernot Winkler, director of the Observatory's Time Service Division.

Therefore, the Observatory is investigating more precise methods of sending time signals. Experiments are in progress, he said, that eliminate the interference caused by the atmosphere, the earth's gravity, or any other natural phenomena.

The Observatory's atomic clocks work on the principle of the production of a stable frequency by an atomic transition. This frequency is constantly checked, monitored, amplified, and converted into the standard measurement of time we use—the second.

"Today, these cesium beam clocks," said Dr. Winkler, "operate with a precision and accuracy of

Naval Observatory employee points to visual display of atomic clock used to calibrate other timekeeping devices.



about one part in one trillion, or less than one-tenth of a micro-second (millionth of a second) per day."

#### Observatory Star Charts

**O**N LAND, you can go only in two directions, left or right and forward or back. In space, distance—or an extra dimension—needs to be calculated. The stars provide the key to this measurement.

Astronomers at the U. S. Naval Observatory in Washington, D. C., were asked by the National Aeronautics and Space Administration to develop a series of "star charts" for use by *Apollo* astronauts in navigation and visual orientation.

Using the Observatory's computer and the *Nautical Almanac*, Observatory personnel developed the charts that have been used in each manned space flight since *Apollo 8*. The *Almanac* shows the position of observable stars for a calendar year.

Developed primarily by Dr. Raynor L. Duncombe, director of the Nautical Almanac Office of the Observatory, the star charts have to be revised for each space flight. The universe is always in motion and the relative positions of the planets and stars to each other are forever changing.

Two different sets of star charts were developed by

the Observatory for use by the astronauts, one giving the relative positions of the stars as one would see them aligned along the equator of the moon, and one set giving the relative positions as aligned with the ecliptic or plane of the earth's orbit.

**F**ROM DISCUSSIONS with the astronauts, Dr. Duncombe found that the ecliptic star chart, the one aligned with the earth's orbit, was more useful as a navigation and orientation guide.

Data for the star charts were extracted from the annual *Observatory Almanac*.

"Accuracy is the byword among astronomers," said Dr. Duncombe. "Going to the moon is one thing, it is only 240,000 or so miles away.

"But going to the planets is a far different story. We've got to know the X, Y, and Z positions of the planets far more accurately than we do now if we are to land a man at some point in space with any measure of accuracy."

When interplanetary travel becomes a reality, the Naval Observatory will have a hand in the development of navigation aids for future pilots. Until then, the Observatory and those who work there are happy to share in the success of future *Apollo* exploits.

## Navy's ARF is a Drag

**W**HEN WE THINK of space travel, we think of fantastic speeds and altitudes. *Apollo* capsules are traveling at 20,000 miles an hour when they reach the earth's atmosphere on reentry. Developing a system to slow down the capsule to a speed that would survive a watery landing fell to the Navy's Aerospace Recovery Facility (ARF) in El Centro, Calif.

The *Apollo* Earth Landing System was developed, tested, and qualified for the National Aeronautics and Space Administration over a six-and-one-half-year period from June 1962 to January 1969.

Responsibility for the system was delegated to the Navy by NASA to include over-all responsibility for

contractor performance, with emphasis placed on quality and configuration of the product, the system, and the component reliability.

**T**HE NAVY facility supported the development of the system with two units, the Industrial Shops and the Photographic Division.

The ARF Industrial Shops supported all phases of the *Apollo* Capsule Recovery System, including fabrication of a Parachute Test Vehicle which was used to test the hardware, risers, extraction system, attaching methods and parachute systems for the *Apollo* capsule.

The Parachute Test Vehicle was constructed from deactivated Navy P-10 bombs to cut costs of materials and bring the vehicle up to the approximate weight of the actual capsule.

**T**HE INDUSTRIAL Shops also supported contractors on manufacture of a full-scale mockup working model of the Lunar Landing Module. This mockup was for design, development, and testing of a suitable method of absorbing landing shock on the moon.

The ARF Photographic Department took and processed 60,000 still pictures and 1.5 million feet of motion picture film for use by analysts to check effectiveness of the recovery system. The photographic support used both black-and-white and color film.

The Aerospace Recovery Facility completed a total of 161 earth/water tests in the Salton Sea and on the desert landing test range to fulfill the requirement for the careful science of bringing the moonmen back home.

**Apollo 10 nears end of mission with splashdown in the Pacific.**





# SATELLITE COMMUNICATIONS

**F**ROM HIS OFFICE on the fifth floor of the Pentagon, Navy Captain Samuel L. Gravely looks out onto a brick wall. He has no view. CAPT Gravely's concern is not with earth-bound objects for he is the Navy's Program Coordinator for Satellite Communications.

Working in the highly complex field of electronic communications, CAPT Gravely coordinates the



**CAPT Samuel Gravely makes plans for Navy use of satellites for communications.**

Navy's plan for utilization of the Defense Satellite Communication System (DSCS) and the Tactical Satellite Communication System (TACSATCOM). In the latter satellite program, he is the Navy member

of the triservice group who manage the development phase of the TACSATCOM program.

"The advent of satellite communications promises to completely revamp Naval communications," said CAPT Gravely. "Satellites will provide the Navy with a communication capability which is highly reliable, instantaneous, and worldwide.

"It is the only communication medium which will not be hampered by atmospheric conditions, long distances, or geographic location of the user. All other communication systems are plagued with one or all of these problems."

**B**OTH DSCS and TACSATCOM satellites were used by the National Aeronautics and Space Agency in recovery operations. "These are national assets and not solely Navy assets," he cautioned.

In recovery of *Apollo 11*, he explained, the TACSAT I satellite was used to relay voice transmissions from the recovery area to the Manned Spacecraft Center in Houston.

"TACSAT I and DSCS terminal equipment were also used to relay commercial television coverage of the moon walk and the recovery of the astronauts to Alaska," he said.

CAPT Gravely came to Satellite Communications after completing command of *USS Taussig* (DD 746). Before that he was commanding officer of the radar picket destroyer *Falgout* (DER 324) based at Pearl

Sun flare in camera lens brightens the dark sky as *Apolla 11* orbits the earth before going on to man's first moon landing.



Harbor, Hawaii. *Falgout* patrolled the Pacific Early Warning Barrier.

He also served aboard *uss Iowa* (BB 61), *Toledo* (CA 133), *Seminole* (AKA 104) and *Theodore E. Chandler* (DD 717) in addition to commanding *Falgout* and *Taussig*.

CAPT Gravely started his 27 years of naval service as an enlisted man. He was commissioned as ensign in the Naval Reserve in 1944 after graduation from the Midshipman School at Columbia University, New York City.

**HIS PRESENT JOB** was created in 1965 as a central coordinating point for all Navy efforts in satellite communications.

"As a result of advancing technology and greater Navy participation in this area," explained CAPT Gravely, "the office has significantly expanded into a major division within the Office of the Assistant Chief of Naval Operations for Communications."

Full use of the capabilities of satellite communication systems lies in the development of a shipborne

terminal for the equipment. Since the available satellites now in orbit can provide worldwide communication, shipborne equipment to use the satellites would enable every ship in the U.S. Fleet to contact instantly any other ship or shore station, regardless of the weather, sea conditions, or geographic location.

"Only four satellites are planned to be utilized in each system to provide global coverage," said CAPT Gravely, "except for the polar regions. Each of these satellites would be in orbit 22,300 miles from the earth and stay over the same spot on earth as it orbits." The orbit is then called a "synchronous."

The Navy was a pioneer in the use of space for communication through its Communication Moon Relay in the early 60s. In the Relay, the signal was simply bounced off the moon, without any retransmission or modification of the signal on the moon.

"All the communication satellites now being used and those under development are 'active' in the sense that they retransmit the signal received from the ground terminal," added CAPT Gravely. "The moon would be an example of a 'passive satellite.'"

## MANNED SPACE RECOVERY FORCE

**TWENTY-FOUR** hours before the splashdown of *Apollo 12* ships and aircraft of the Navy's Manned Spacecraft Recovery Forces got into action to recover the 11,000-pound spacecraft.

The Navy Manned Space Recovery Forces consist of two major task forces. They are Task Force (TF) 140, the Atlantic Recovery Force, and Task Force (TF) 130, the Pacific Recovery Force.

For *Apollo* missions, ships and aircraft of these task forces are positioned across the world's oceans before the flight and remain on station for the duration of *Apollo*. Their mission is to safely recover astronauts and their spacecraft.

The task forces, under the control of the Atlantic Recovery Control Center (RCCA) in Norfolk, Va., and the Pacific Recovery Control Center (RCCP) in Kunai, Hawaii, are both equipped to handle the re-

covery of astronauts and their vehicles during any phase of an *Apollo* mission.

However, the RCCA is primarily concerned with launch and abort missions, while its sister command, the RCCP deals mainly with the splashdown.

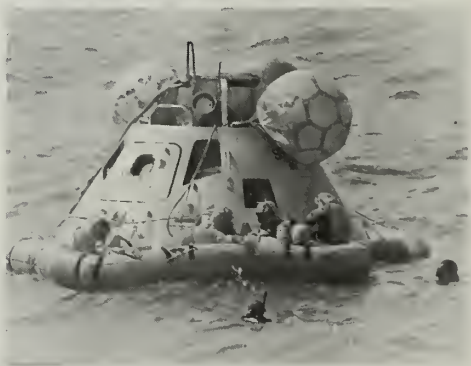
**THE RESPONSIBILITIES** of the RCCA were designated for the launch and abort missions because all *Apollo* missions are launched in an eastward direction from the United States and the most probable period of a space vehicle malfunction could occur off the coast of Cape Kennedy.

For this reason, an Atlantic Ocean abort area for the RCCA has been established to cover more than 3300 nautical miles of the ocean. The Atlantic Command area extends from the eastern seaboard of the United States to the 90 degrees east longitude of the

USS Wasp (CVS 18) approaches Gemini 12 for pickup after 1966 two-man space flight.



Apollo 12 astronauts and swimmers practice recovery before second moon-landing mission.





Indian Ocean, a sizable hunk of salt water acreage.

The recovery area which is assigned to the Pacific recovery forces for splashdown purposes extends from the 90 degrees east longitude of the Indian Ocean to the West Coast of the United States.

During *Apollo* missions, recovery ships are located along the ground track over which the spacecraft flies between liftoff and orbital insertion. The recovery ships change courses to maintain the best recovery position for the spacecraft as it continues on earth orbital flights.

**T**O KEEP ships and aircraft of the space recovery forces abreast of the *Apollo's* flight progress, three command control centers are constantly passing information to each other for evaluation and analysis. The three commands include Mission Control in Houston and the RCCA and RCCP.

Within the headquarters of RCCA and RCCP charts and status boards provide up-to-date information concerning positions, fuel, mission readiness, and weather conditions in the area of ships and aircraft of their task forces.

Other reports received in the command control centers deal with information as to the capability of ships and aircraft to remain on station for the duration of the *Apollo* mission.

The centers are also equipped with complex communications systems that enable task force commanders to maintain direct voice communications with each ship and rescue aircraft assigned to their task force.

**T**HROUGHOUT the mission, a Department of Defense representative maintains direct communication with recovery force commanders while working in concert with the mission director in Houston, who has the responsibility of making recommendations to the force commanders for action required to ensure the timely recovery of the astronauts and their spacecraft.

In addition to the ships and aircraft that play an integral part in the space program, thousands of Navy-men serve with the two task forces in an effort to ensure the safe recovery of astronauts and their spacecraft.

Among these Navymen is a group called Under-

water Demolition Teams (UDT). Their job is to assist in the retrieval of the astronauts and spacecraft components after splashdown. When the spacecraft lands in the recovery area, helicopters from the primary recovery ships are immediately dispatched to the point of the splashdown and UDT swimmers and a flotation collar are dropped in the area of the spacecraft.

The helicopter hovers over the position while maintaining communications with the task force commander, keeping him informed of the progress in recovery operations.

**M**EANWHILE, the UDT swimmers stabilize the spacecraft and maintain voice contact with the astronauts and prepare life rafts for the spacecraft crew.

The *Apollo* mission is complete; however, the recovery forces work goes on. The recovery forces deliver the spacecraft to a point designated by NASA officials and recovery equipment is returned and repositioned in preparation for the next space mission.

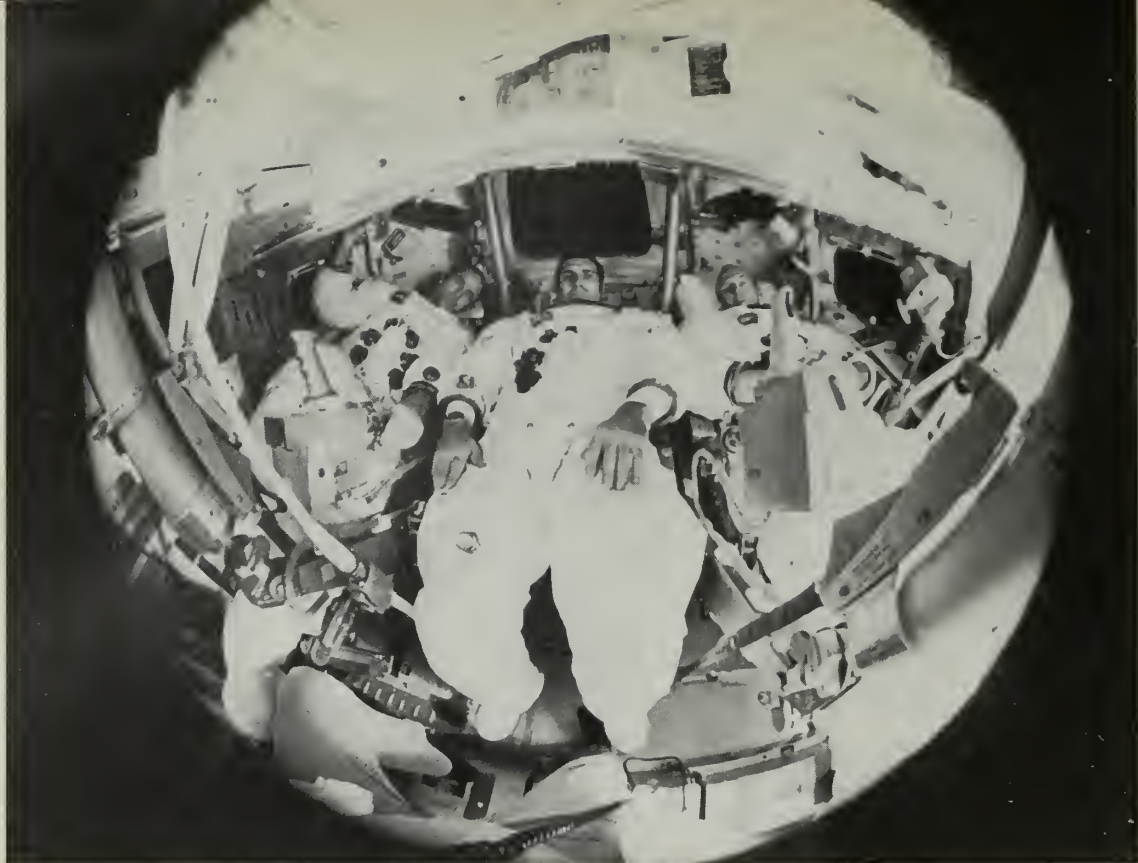
In addition, from evaluations of each *Apollo* mission, the recovery forces maintain Force training to improve readiness and precision for the next space mission.

Astronaut Buzz Aldrin poses beside U. S. flag during first moon walk. Footprints of astronauts are in foreground.



SH3D Sea King helicopters practice picking up astronauts in preparation for Apollo 10 moon-orbiting space flight.





Fisheye view shows Apollo 12 astronauts during spacecraft checkout.

# 3 Men in a Spaceboat

**T**HE APOLLO 11 mission proved that man could make it to the moon, land, walk about its surface and safely return to earth.

*Apollo 12* proved much more.

Not only could earthlings reach the moon, they could do so and land with pinpoint accuracy, then set out on a pre-planned scientific trek and explore specific regions of the lunar surface for extended periods of time.

What's more, the accuracy of the splashdown on return to earth was nothing less than spectacular, a supreme example of precision navigation between space ship and recovery ship. *Apollo* landed within 2.5 miles of *uss Hornet* (CVS 12), its three huge, colorful parachutes clearly visible from the aircraft carrier. Splashdown was at 1558 (EST), 24 Nov 1969.

**T**HE 10-day moon flight, which began in a downpour at Cape Kennedy the morning of 14 November, was unquestionably a scientific success. It was rewarding, as well, especially for its all-Navy crew: Charles (Pete) Conrad, Jr.; Richard F. Gordon, Jr.; and Alan L. Bean. In congratulating the astronauts

by phone from the White House on being the second men to return from the surface of the moon, the President invited them to dinner and promoted each of them to the rank of captain.

The President's call was put through to the astronauts on the *Hornet*, then located 2651 miles south southwest of Honolulu, shortly after they entered the quarantine vehicle set up for them on the carrier. The spacemen had been allowed the luxury of earth's atmosphere for only as long as it took them to crawl out of their spacecraft, swing into Helicopter 66, and fly to *Hornet* to step immediately into the quarantine trailer—a period of about seven minutes.

**F**ROM THAT MOMENT, the post-flight schedule called for the three moon visitors to remain in quarantine for at least 18 days, a precaution against contaminating anyone with possible lunar disease.

Still in the trailer, the trio was taken to Pearl Harbor aboard *Hornet*. There, a dockside ceremony was held with military and civilian dignitaries present.

The astronauts, however, remained in their sealed trailer, observing the event from a window. After-



ward, the trailer was transported to Hickham air field and loaded on board a C-141 transport for the flight to Ellington air field near Houston. From there, it was transferred by truck to the Lunar Receiving Laboratory.

**I**NSIDE the quarantine vehicle with the astronauts were parts from *Surveyor 3* and large rocks in a sack which Conrad and Bean had recovered from the lunar surface near their landing site. Other specimens of lunar rock and dust, packed in vacuum-sealed containers, were relayed to Houston directly by air from Pago Pago in the South Pacific.

The treasure was contained in two air-tight boxes. The sack was filled with four extra rocks which Conrad described as "grapefruits." He explained that he didn't want to take up space in the boxes with the larger rocks so decided to sack them rather than leave them behind.

**M**AN'S QUEST for knowledge of the moon in this latest *Apollo* attempt was nearly aborted in the first few moments after liftoff. A bolt of lightning streaked toward the rising *Saturn* rocket 41.04 seconds into the flight. The lightning is believed to be the cause of an electrical failure in *Apollo 12* which created some anxious moments for both the astronauts and ground controllers, not to mention the millions of worldwide viewers.

However, the problem was quickly remedied and all systems were reported working within minutes. Recalling the incident, National Aeronautics and Space Administration Flight Operations Director Christopher C. Kraft said, "I wouldn't have been surprised right after launch if we had to come up with our first abort."

**L**IGHTNING was again a topic of discussion among the astronauts as they approached the earth's atmosphere just before splashdown.

"We can see lightning in the thunderstorms down there," reported Conrad. "I don't know how many miles out we are (it was 29,000), but all the cloud cover has thunderstorms in it. We can see lightning quite clearly flashing from where we are."

Gordon commented, saying that the flashes of lightning . . . "look just like fireflies blinking off and on."

The nearer *Apollo 12* got to earth, the astronauts reported, the lightning flashes grew brighter and brighter. "There are two areas down there that are quite active now," Conrad added. "You've got a couple of thunderstorms that are really letting go . . . about 200 or 300 miles southwest of the tip of India," he concluded.

**B**EFORE sighting the lightning, the astronauts witnessed a phenomenon never before seen by a human: an earth eclipse of the sun.

Bean announced to mission control at 1230 the day of splashdown that *Apollo* could see that the sun was behind the earth.

"The clouds appear sort of pinkish gray and they're sort of scattered all the way around the earth. It's really a fantastic sight. This has got to be the most spectacular sight of the whole flight," he said.

The astronauts reported that the spectacle seemed to multiply as *Apollo* moved closer to earth directly over the Indian Ocean.

"Spectacular" was only one of many adjectives the astronauts used during their moon mission. "Fantastic, outstanding and amazing" were among others recorded, especially during the landing on the moon, which turned out to be a blind maneuver by Conrad.

**Apollo 12 lift-off is recorded at the 360-foot level of the launcher.**



**H**ERE'S A PARTIAL text of the conversation heard between the astronauts on the moon and the ground controllers in Houston, beginning with *Intrepid's* descent from the other ship to the landing site:

Conrad—Passing 12,000 feet . . . out there, think I see my crater . . . There it is! There it is! Son of a gun, right down the middle of the road . . . amazing . . . fantastic. . . .

Bean—Come on down, Pete. You can come on down. 190 feet. 180 feet. You're looking good. Slow down the descent rate. 80 feet . . . 70 . . . you're looking real good. Watch for the dust. 40 feet . . . 30 feet. You've got plenty of gas. He's got it made. Contact



Astronauts rehearse experiment to be set up later on the moon's surface.

light . . . drop . . . probe (touchdown on the moon).

Conrad—We're in good shape, Houston. Engine off.

Bean—Holy cow . . . it's beautiful out here. That's something else.

Ground—*Intrepid*, congratulations.

Conrad—Thank you, sir. You guys did an outstanding job. That thing was right down the middle . . . Boy, I can't wait to get outside. Look at that!

Later, Conrad described the landing as being a little rougher than it sounded, mainly because he turned off the engine while *Intrepid* was still about six feet from the moon's surface.

"That's the only way I could see where I was go-

ing," he explained, referring to the massive dust cloud that was created by the exhaust from the lunar module's rockets.

Nonetheless, the landing was right on the money—1120 feet from the target crater.

**E**XUBERANCE in the astronauts' voices was especially noticeable during their first walk on the moon, the second by humans. Conrad started things off with an arousing "Whoopie!" as he exited the module.

"That may have been a small one for Neil, but it's a long one for me," he explained, jumping from the lunar module ladder onto the moon's dusty soil. He was referring to the historic remark made by Astronaut Neil Armstrong of *Apollo 11* fame who said of his first step on the moon last July: "that's one small step for man, one great leap for mankind."

The *Apollo 12* crew was less somber. Laughter and singing and a sense of excitement filled the airways as Conrad and Bean became familiar with the fantasy-like environment of the lunar satellite.

"Baby, baby. This is the life," Conrad exclaimed. "It really is great here . . . you can hop like a bunny . . . I'm beginning to feel like Bugs Bunny."

The lunar command pilot was obviously moonstruck, a mannerism that seemed to remain with him throughout his stay on the moon. In nearly every sense of the world he was the jovial jester of the mission; the first man on the moon to sing, with his "dum-dum-de-dums" echoing over a 233,000-mile span for all the world to hear.

**B**EAN, while every bit as exuberant, nonetheless appeared to have cast himself as the straight man. In either case, there was no doubting that while they had journeyed to the moon with a seriousness of purpose, to gather rocks and explore craters, there could be no doubt that they were going to enjoy themselves in the process. And they did, describing their experiences in detail.

This, more or less, became necessary for the astronauts—to tell about every step taken and the extent of each moment's activity—after the TV camera ceased to operate early in their first walk. All efforts failed to revive the electronic eye-link with the world, even blows from a hammer. As a result, it wasn't until *Intrepid* redocked with Yankee Clipper nearly two days later that live telecasts from space were again seen on worldwide TV.

Except for the television failure on the moon, the balance of *Apollo 12's* mission was carried out almost flawlessly.

**D**URING their initial walk, lasting four hours and one minute, Conrad and Bean set up an array of scientific experiments. These they placed in the Ocean of Storms, a spot about 600 feet from the lunar module. The experiments should provide scientists here



on earth with more knowledge about the moon than ever before known to man.

The package, referred to as ALSEP—Apollo Lunar Surface Experiments Package—consists of five main experiments: 1) a solar wind spectrometer; 2) a lunar ionosphere detector 3) a lunar atmosphere detector; 4) a magnetometer; and 5) a highly sensitive seismometer. All are electrically powered by a compact nuclear power source called SNAP 27.

From data received from these experiments, scientists hope to uncover many mysteries of the earth's satellite, everything from its internal formation to its atmosphere to its age and importance in space. This ALSEP probe is only the beginning, but an important one.

#### **The Solar Wind Spectrometer**

Through the solar wind spectrometer experiment, scientists hope to discover whether or not the sun's solar wind has any effect on the moon. The solar wind is a steady source of atoms traveling at 12,000 miles an hour. It penetrates all outer space.

Earth, however, is protected from the solar wind by a magnetic field which deflects the otherwise permeating rays. Nevertheless, the wind is responsible for creating magnetic storms which cause radio interference. On the other hand, the solar wind is the chief contributor to earth's northern and southern lights.

#### **The Lunar Ionosphere Detector**

The lunar ionosphere detector is a device designed to read the moon's atmosphere. There is believed to be very little atmosphere on the lunar surface. What there is is probably produced from out-gassing of rocks. However, artificial atmospheres have been introduced to the moon from the exhaust gases of the unmanned and manned lunar probes. Through the detector, scientists hope to evaluate the moon's ability to retain such atmospheres.

#### **The Lunar Atmosphere Detector**

Working hand in hand with the ionosphere experiment is the lunar atmosphere detector. This instrument is designed to measure the moon's atmosphere, its density and temperature. Several results can be derived from such a study. Scientists may learn something of volcanic activity (if it exists) and the presence of various gases, such as that created by the impact of meteors on the moon.

From the ionosphere and atmosphere experiments, scientists believe they will discover the source of the moon's history and perhaps avenues to its future.

#### **The Magnetometer**

The moon has a very slight magnetic field, evidenced by the manner in which the moon men have bounced about its surface like "Bugs Bunny."

How the moon is affected by the current it receives from the solar magnetic field passing by is being de-

termined by the magnetometer experiment. Actually, three magnetic sources affect the moon's gravitation force: that of its own, the sun's and the earth's. To what extent is the question. It is also hoped that the temperature of the moon's interior will be able to be determined through this experiment.

#### **The Seismometer**

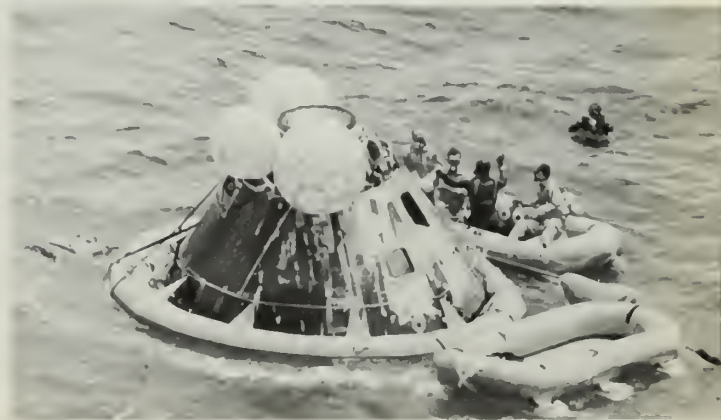
The fifth experiment set out by Conrad and Bean—the seismometer—is being conducted to determine two basic facts: what the interior of the moon is made of; and the amount of energy released from within the moon.

The moon's structure could be like that of the earth's which consists of a core, a mantle and a crust. Or, it could consist of the same material throughout, like a solid rubber ball. On the other hand, it might have a honeycomb structure. This latter possibility was judged a strong probability based

Fragmen greet spacemen while waiting for pickup.



Navy UDT swimmers and capter from HS-4 practice with mockup of the Apollo 11 command module.





Navy men watch as the spacecraft is brought aboard cruiser.

on data gathered after the lunar module, *Intrepid*, was sent smashing into the moon in the first major test of the seismometer experiment.

As for the energy question, if there is radioactive material present on the moon, then there's a possibility heat could generate volcanic activity. If there is not, then perhaps the moon is cold, geologically dead. In short, the scientists want to know if the moon is alive or dead.

#### SNAP 27

All five of the ALSEP experiments are powered by electricity generated by the nuclear power system—SNAP 27. This compact, 40-pound power source is de-

signed to generate 63 watts of electricity, enough to operate the ALSEP experiments continuously at peak performance for longer than one year. It should still be producing energy even after *Apollo 13*, *14* and *15* missions have been completed.

The SNAP 27 power source is a cylinder of plutonium 238, a radioactive isotope which creates heat as it decays. This heat is converted into electricity which in turn powers the experiments. On the moon the temperature of the isotope registers up to 1000 degrees Fahrenheit.

In addition to setting up the ALSEP experiments, *Apollo* Astronauts Conrad and Bean conducted a few scientific chores themselves during their 31½-hour stay on the moon.

First, they gathered rock and dust samples. Many of the rocks, they discovered, were of a different composition than those found by the team of *Apollo 11*, which landed in Tranquility Base, 945 miles west of the Ocean of Storms. Altogether during their eight hours of lunar strolling, the *Apollo 12* astronauts picked up about 90 pounds of rock.

It was during their second walk on the moon—it took them over nearly a mile of unexplored area—that Conrad and Bean examined and retrieved parts of the

USS Hornet (CVS 12) stands by during recovery operations.





*Surveyor 3* space craft. The primary target of *Apollo 12*, *Surveyor 3* appeared undamaged, but had turned brown after its two-and-one-half-year stay in the lunar atmosphere. It had been there since April 1967.

Using a pair of metal cutters, the astronauts removed *Surveyor's* TV camera, a painted aluminum strut, an electrical cable and a mechanical claw scoop used for digging into the lunar soil.

Moments before, Conrad and Bean had collected rocks the size of grapefruit during the first minutes of their exploration. Then they inspected the ALSEP package of experiments they had placed during their first walk, rolled a rock into the Head Crater as part of a seismometer test, and took samples of glass-like deposits near the crater. The duo proceeded to take a bedrock sample at Sharp Crater and then moved to a spot near Halo Crater where they took a core sample of the moon's crust.

Near where *Surveyor 3* had settled, the astronauts discovered strange lines in the lunar soil. They could not explain their origin.

The last task of their walk was dismantling *Surveyor* before returning to *Intrepid* to make ready for liftoff from the moon.

#### Multispectral Photographs

Meanwhile, Astronaut Richard Gordon, Jr., orbiting some 70 miles above in the mother ship *Yankee Clipper*, was taking multispectral photographs of the moon surface. Multispectral photography, as applied in this case, should provide scientists with pictures that reveal the composition of minerals on the moon.

The system was set up with four cameras loaded with black and white film, each equipped with a different colored filter—one green, one blue, one red, and one infrared. By comparing the color of one photographed area of the moon to that of a similar color on another area, scientists hope to be able to determine the spectral signature of moon materials.

This will enable them to construct a contour color map of the moon showing the various mineral configurations around the lunar surface. A great help in the project will be the study of the rock specimens brought back, and the comparison between their color and the color of the photographed area from which they were taken.

#### Future Sites Photographed

*Intrepid's* blastoff from the lunar surface went off without a hitch. Within three and a half hours, Conrad and Bean had rejoined the lonesome eagle of the team in *Clipper*. Shortly afterward, the lunar module was separated from the mother ship for the last time and sent crashing into the moon. It landed some 40 miles from where it had set down softly two days before.

In their final orbits of the moon, the three astro-



Spacecraft splashes down 2.5 miles from USS *Hornet*.

nauts took additional photographs of the lunar surface. They concentrated on areas singled out as probable future moon landing sites, such as the Fra Mauro area near the equator, earmarked as favorable for the March flight of *Apollo 13*.

This last lunar chore complete, the astronauts headed homeward in typically good Navy spirit, sending this message to Rear Admiral Donald (Red Dog) Davis, Commander of the Hawaiian Sea Frontier:

"Dear Red Dog: Apollo 12 with three tail hookers (carrier pilots) expects recovery ship to make its PIM (point of intended movement, or rendezvous at splash-down) as we have energy for only one pass. Pete, Dick and Al."

—JOC Marc Whetstone, USN.

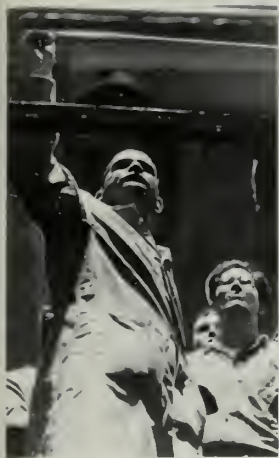
Navy Captains Charles Conrad, Jr., Richard F. Gordon, Jr., and Alan L. Bean give the world a big smile via TV through the window of the Mobile Quarantine Facility.



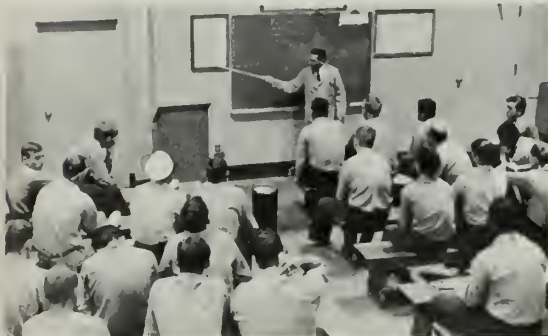


# **USS Buttercup Goes Wet & Wild**





Opposite page from left: A wooden plug is hurried to the scene. (2) Two investigators find the problem. (3) An attempt is made to stop water gushing from a ruptured pipe. Clockwise from above: An instructor sums up performance. (2) A race against time to plug the "hits." (3) DC students receive beforehand instructions. (4) Water is sent into the *Buttercup*.



**B**UTTERCUP has never sailed. Still, she plays a major role in maintaining the safety of those that do. She has an official name—the Wet Environmental Trainer—but for the two years she has been in operation, to the 30,000 men who have boarded her, she has always been referred to as "*Buttercup*."

Navy men meet *Buttercup* at the end of a week of damage control team training at the Fleet Training Center, Norfolk, Va., after studying the principles and techniques of saving a ship in danger of sinking, more commonly called damage control.

The 50-foot-long, 25-foot-wide steel replica of a ship has all the features of a ship, except she doesn't get underway. Instead, she's designed to sink in 50 feet of water.

A typical Damage Control exercise runs like this. The scene is the deck of *Buttercup*. The damage control instructor has the men simulate sleep (never painful for Navy men).

All lights are out.

Then he plays recorded sounds of an air strike, punctuating the recording with the announcement, "Hit—port side. Start your investigation."

The senior instructor, Chief Damage Controlman Wendyl Adams, makes it sound as real as possible.

"It's scary enough to be real," relates Adams, observing the men scramble into action, applying the principles they have been hearing about all week in class. "They never think of this as a game."

A hatch leading to the decks below is lifted and an investigator steps into the darkness with a battle lantern. He follows the sound of gushing water with his light, finding his way to the problems: several small "hits" (holes) amidships and a ruptured pipe spurt-ing water under 90 pounds of pressure.

Shouts of team captains echo against the side of the ship while phone talker messages stream to Damage Control Central, the nerve center and directing force of the entire DC team.

**D**C CENTRAL's purpose is to collect and compare reports from various repair parties throughout the ship, then determine the condition of the ship and action necessary to bring her to combat readiness.

Once the damage is found, sledge hammers, wooden plugs and planks are carried to the compartments and braced against the hatches to make them as watertight as possible.

The team captains call for the equipment which, were this an actual race against time, could mean the difference between saving or losing a ship.

Meanwhile, as water fills the compartment at a steady pace, the men race a 20-minute time limit, hammering plugs into the holes scoring points on a 106-point rating scale. If the holes are not found and repaired quickly, an arrow on the main deck indicates the ship is sinking. At a certain angle of list, she is considered lost.

The teams move with a sense of direction that comes from working together. Teams either come from classes at the school, precommissioning details or actual repair parties aboard ships. Repair parties aboard ship generally do the best job.

**S**OME TEAMS are so efficient that they score a perfect 106-point rating. "I'd feel safe on any ship that these men served on," says Chief Adams. "They leave here qualified as lifesavers, in a sense."

The situation at Fleet Training Center Norfolk is ideal, of course, and carefully controlled. Nevertheless, many of the instructors and men from ship's repair parties who have attended the school agree: there is no way to estimate how many lives the ship that has never sailed has saved.

—Story by JO2 Robert R. Little

—Photos by PHC Ron Oliver

# today's navy



## ACTOV Goes Active

The second of five Navy Coastal Surveillance Centers in the Republic of Vietnam has been turned over to the Vietnamese Navy.

The transfer, part of the U. S. Navy ACTOV Program (Accelerated Turnover to the Vietnamese), took place at Qui Nhon six days after the turnover of 13 U. S. Navy *Swift* boats (PCFs). The *Swifts* are now operating in the Second Coastal Zone from the Qui Nhon surveillance center.

The mission of the Qui Nhon facility is to direct Operation Market Time missions in the northern portion of the Second Coastal Zone. Market Time has the job of surveillance and counter-infiltration patrols along the Republic's 1200-mile coastline.

There are five such surveillance centers in-country. The center at An Thoi on Phu Quoc Island has been under the operational control of the Vietnamese Navy since 1 Jun 1969.

The turnover of the 50-foot boats brought to 242 the total number of U. S. Navy craft turned over to the RVN, at that time. It was the second substantial transfer of U. S. gunboats during October 1969. Previously, 80 river patrol boats (PBRs) were transferred at the Saigon Shipyard.

The Vietnamese crews of the *Swift* boats will be supported by a detachment of U. S. Naval Support Activity personnel at Qui Nhon. They will work closely with the U. S. Navy's Inshore Underwater Warfare Group (IUWG) Detachment, which serves as Qui Nhon's harbor patrol unit.

Vietnamese Navy crewmen manning the *Swifts* are graduates of the U. S. Navy's Small Boat School in Saigon. An on-the-job training period with U. S. Navy *Swift* boat crews completed the training requirements.

Farther to the north, in Da Nang, four LCM-8s — medium

landing craft — were also transferred to the Vietnamese Navy.

Formerly attached to the Lighterage Division of the U. S. Naval Support Activity there, the LCMs were used to haul cargo along the coast and up the rivers in the I Corps Tactical Zone. Under Vietnamese command, the boats have remained in the I Corps, operating in the five northernmost provinces of the Republic.

The LCMs were the second ACTOV boat transfers to take place in Da Nang. The first Da Nang turnover was LCU 1475, which is now serving as a troop transport and assault craft with Vietnamese forces in the Mekong Delta.

## Kennedy Bandmen

The members of Unit Band 146 are among the big winners of friends and influencers of people aboard *uss John F. Kennedy* (CVA 67). During a Sixth Fleet deployment in the Med, the band plays dozens of concerts for thousands of people in each port *Kennedy* visits.

Besides the in-port concerts, the 18-piece organization and its combos can be heard aboard ship, too. For example, the suave James Boys Trio is used for formal dinners while a six-piece, rock-and-roll combo has been heard in many a messroom.

Like many another ship's band, Number 146 is always on hand to provide music to unrep by at any hour of the day or night.

Of all their assignments, however, the bandsmen enjoy the port concerts above most. One, they remember fondly, was played in Trieste, Italy, for around 2000 people in the Piazza Unita. The concert was scheduled to last only one hour but continued by popular demand for more than two and a half hours.

In Malta, the band played each of the 11 days *Kennedy* was in port.



The tight schedule the band maintains cuts down considerably on liberty time but the bandmen enjoy their job. This may account for their being credited by Commander Carrier Division Two for being a major factor in the success of the division's people to people program in the Mediterranean.

### Bronze Star for Boyd

As personal inspections go, it was more than routine, especially for Boatswain's Mate 1st Class Howard Boyd.

He received the Bronze Star Medal with combat V.

The citation accompanying the medal cited Petty Officer Boyd for meritorious service in the Republic of Vietnam from February 1968 to February 1969. For this same period, he was also awarded a Presidential Unit Citation and a Combat Action Ribbon during the ceremony.

As a boat captain in Vietnam, Boyd participated in more than 180 patrols, coming under hostile fire on several occasions. He reportedly boarded and searched 9000 sampans and junks along enemy infiltration routes.

Although the Bronze Star award is representative of his over-all performance under combat conditions, the heroic Navyman was cited for one incident in particular which occurred in March 1968.

While searching a junk, BM1 Boyd saw the merchant ship *Anta*

come under a Viet Cong rocket attack. He leaped from the junk into his boat, executed an emergency breakaway and maneuvered his craft directly through the enemy line of fire, delivering a highly effective barrage of fire into the enemy position.

Petty Officer Boyd is now serving on board the submarine tender USS *Hunley* (AS 31), homeported at the Naval Weapons Station, Charleston, S. C.

### Bomb Cook-off

Bomb cook-off, in ordnance jargon, means subjecting a bomb to such intense heat that it will explode. The result of a bomb cook-off is often lethal and frequently occurs within 90 seconds. Aircraft carriers are particularly vulnerable to this danger if flaming jet fuel spreads across the flight deck.

To lessen the peril, the Naval Ordnance Laboratory at White Oak, Md., undertook the problem of delaying the explosion of bombs cooking in jet fuel. As usual, it found a way.

First, it discovered the thin-walled, 250-pound Mark 81 bomb was the most vulnerable to cook-off.

In normal production, the cavity of the Mark 81 is lined with asphalt which, among other things, insulates the explosive. The lab decided to increase the insulation of the bomb without changing its

shape or increasing its size.

To do this, NOL added a high-melting point wax to the asphalt liner giving it a greater viscosity which permitted coatings up to one-quarter-inch thick in one application.

A layer of intumescent paint was also added to the bomb's exterior. When the paint was heated it foamed thus forming an insulating layer of residue.

To test the effectiveness of its delaying factors, NOL used two bombs in tandem. One was filled with sand and the other with explosives. Both were suspended over a flaming pool of standard jet aircraft fuel.

Both bombs contained insulated thermocouples that measured the heating rate.

The tests proved that greater safety had been obtained even though the cooking results were not uniform. Sometimes, the explosive burned off without seriously damaging the bomb casing while, in other instances, the casing opened up releasing a shower of burning explosives.

In all tests, however, neither the fuze nor the booster elements detonated—even partially. The combination of NOL's intumescent paint and modified liner had lengthened the bomb's cook-off time to NOL's goal of at least five minutes—long enough to give firefighters a chance to subdue the flames.

CVA-66/67 NAVY'S NEWEST WEAPON?—No, it's not a super aircraft carrier with two islands, but merely a "family reunion." Sister ships USS *America* (CVA 66) and USS *John F. Kennedy* (CVA 67) met for the first time since their commissionings. Photo by PH3 J. C. Shoibley, USN.



## How to Prevent Tragedies

Fire on the flight deck! A pilot is dead.

Lambert Munroe is helping the Navy learn how to prevent such tragedies. He works on materials for flight suits, to find out how to keep a fire outside from burning the man inside.

Munroe is a physical science technician involved in research at the thermal laboratory, Naval Air Development Center, Johnsville, Pa. His work with Alice Stoll, recipient of the 1969 Society of Women Engineers' Achievement Award, has contributed significantly to man's knowledge of the effects of heat on the human body.

Finding the right materials for flight suits isn't easy. They must be comfortable to the men wearing them, but must resist the heat of a fire.

Munroe is co-inventor of one important research tool: a flame heat transfer analyzer. Materials could be tested with a blowtorch, he says, "but our device can carefully control the flame applied to the testing material."

In the device, a material simulating human skin contains a ther-

mocouple — a heat-measuring device. The material to be tested is laid on top of this, and a controlled flame applies varying degrees of heat to the material. The thermocouple records the amount of heat that is transferred through the material to the "skin."

For even more realistic testing, a life-size dummy dressed in a flight suit is suspended from a crane and passed through a real fire of aviation fuel. Heat-sensitive paper placed on strategic spots on the dummy changes color in the test, revealing what would happen to a man's skin.

Munroe is now developing a telemetering system for transmitting the temperature data from the dummy while it is still in the fire.

Ordinary fire isn't the only danger to aviators in modern warfare. Munroe operates another testing device, a heat source that approximates the 4000-degree radiation heat from a nuclear explosion, to develop a protective cover for the body in these extreme conditions.

Out of such research came the present standard Nomex material for flight suits, which meets both requirements — comfort and protection.

Fire on the flight deck will never be a negligible matter. But thanks to Lambert Munroe and others, naval aviators will have a much better chance of coming out alive.

## Gun Barrel Fire Hose

Photos taken during recent aircraft carrier fires at sea showed destroyers alongside using fire hoses lashed to their gun barrels in order to provide protection for the firefighters and a means of directing the stream of water on the fire.

This inspired the crew of the destroyer *uss Radford* (DD 446) (she has since been decommissioned under Project 703) to devise a system that allows a fire hose to be run up through a 5-inch/38 gun barrel.

The following report on the system recently appeared in the Pacific Fleet's Cruiser-Destroyer Force magazine *Vigilance*:

"A two-and-one-half-inch fire

hose is run through the hot shell scuttle and through the gun barrel and then attached to the threaded pipe. The assembly is then inserted in the gun barrel with the sleeve making a solid fit around the outside of the gun barrel. A standard all-purpose nozzle or a 'suicide' nozzle can be used.

"Since the hose-to-pipe connection is watertight and the nozzle is attached to an outside extension of the pipe, no water is introduced into the gun mount. Careful alignment of the pipe and the size of the hose coupling eliminate any metal-to-metal contact inside the gun barrel.

"Use of the system would be restricted to those gun mounts through which a fire hose can be passed and would only be practical for closed-manned mounts. The device would be useful for assisting in fighting fires on any type of ship underway, particularly if danger of intense heat or explosion is present."

*Radford* developed the system into a working model, and to date is the only DD (or other ship, for that matter) known to have tested it successfully, or adopted it as a means of firefighting.

## Ensign Observers

The clouded coast of Vietnam and the fishing boats dotting the waters offshore were familiar sights to the two young ensigns looking from the bridge of a Seventh Fleet destroyer.

It was their home country, after all.

Ensigns Le Dung and Tran Anh Tuan, Navy of the Republic of Vietnam, were on board *uss Hull* (DD 945) for a two-month orientation cruise. Their assignment was to learn as much as possible about the ship, looking toward the day when Vietnam may have its own deep-water navy.

They had just graduated from the Vietnamese Naval Academy with outstanding records; ENS Tuan ranked first in the class and ENS Dung fourth. *Hull's* executive officer said: "We expect the most of them."



Protecting naval fliers from the hazards of fire is one of the areas researched by Lambert Munroe, a technician in the Thermal Radiation Lab of the Aviation Research Dept., Naval Air Development Center, Johnsville, Pa.



**MANY MEDALS**—SEAL Team Two members, based at Norfolk, Va., await presentation of medals by VADM Luther C. Heinz, Commander Amphibious Force, Atlantic, at Little Creek Naval Amphibious Base. Thirty-five SEALs received 58 awards, among them four Silver Stars and 21 Bronze Stars. Since its men began operating in Vietnam 33 months ago, SEAL Team Two has won 392 awards.



The young officers had never been on vessels larger than coastal patrol boats before they came aboard. They spent the first few days adjusting to the size, organization and routine of the destroyer — and learning shipboard customs.

"When they first came aboard, they saluted all the time," an American officer recalled. But, like other eager new ensigns, they soon learned when courtesies were, and were not, expected.

When she arrived on the gunline, the destroyer wasted no time introducing the Vietnamese to an officer's combat duties. Both stood bridge and CIC watches and received instruction in navigation, weapons and general ship organization.

In one area, however, they needed little training. "These Vietna-

mese can break down and assemble every small arms weapon we have aboard," said a chief gunner's mate. "They are well trained."

The hardest adjustment had nothing to do with their duties. "Meat and potatoes tear them up," said the XO. "We now have rice available regularly in the wardroom, and both of them are doing fine."

The orientation program is sponsored fleetwide by the Commander, Naval Forces Vietnam. Many Vietnamese Naval Academy graduates are sent to gunfire support ships for deep-water training and the opportunity to learn how the U. S. Navy operates.

Asked his impression of *Hull*, ENS Tuan said: "I like it because it is a prestige ship. Maybe we will have a destroyer in our navy. I

hope to be on it if we do."

—Story by JO3 Michael W. Rash

—Photos by PH2 William J. Matella

### Seal Team Awards

Fifty-eight medals including four Silver Stars and 21 Bronze Stars were awarded to 35 members of SEAL Team Two recently during a ceremony at Norfolk.

This brought to 392 the number of medals and awards earned by the team since it began operations in Vietnam three years ago.

Vice Admiral Luther C. Heinz, Commander Amphibious Force, Atlantic, presented the medals and described the team as "one of the finest and most successful military units in any service."

The SEALs have conducted many successful counter-guerrilla operations in the Mekong Delta.



**BIG MONEY!**—(L to R) GMG2 Dewey W. Thedford, MM2 George P. Bluntschly and MM2 James W. Thompson received a total of \$26,710 when they reenlisted for six years each aboard USS *Alamo* (LSD 33).

### Chief Stoos Makes It Work

Master Chief Boilerman Aloysius M. Stoos was annoyed. The cause for his bad humor lay in a balky part called a sliding foot found on the main propulsion boilers of many destroyers. It seems that old grease on the foot often hardened, making penetration of new lubricants almost impossible.

The resulting improper lubrication caused all kinds of havoc in the boiler room and the remedy often required the services of a shipyard contractor and about 21 man-days of work.

But that was before Chief Stoos had a better idea. Its execution required no expensive equipment — just a pressure grease gun and a grease solvent, five gallons of which would take care of four destroyer-type boilers.

The new method was not only less expensive, it consumed less time (about eight days) and the job could be done by a ship's company. Chief Stoos knew because he had tried it successfully in four ships.

Master Chief Boilerman Stoos not only has less trouble with ships'

boilers now; he also received a pat on the back and \$1290 in the bank for submitting a money-saving beneficial suggestion.

### Canopus Muffled

Testing an overhauled boat engine used to be a noisy business aboard the submarine tender USS *Canopus* (AS 34). But no longer. Now, thanks to the ingenuity of the ship's engineers, *Canopus'* maintenance crew works in relative quiet while servicing small boats for FBM submarines stationed at Holy Loch, Scotland.

A means to stifle the engine noise stemmed from a project undertaken while the ship was undergoing an overhaul of her own recently in Bremerton, Wash. The maintenance and repair shop salvaged a small exhaust muffler from a scrapped destroyer and, after making necessary valve adjustments to the system, connected it to the engine testing equipment.

The success of the project, maintains the crew, rests on the fact that the sound coming from the muffler is so quiet that it doesn't even disturb sheep grazing in the nearby Scottish highlands.

### Alamo's Bonuses

Three 2nd class petty officers received a total of \$26,710 in bonuses when they reenlisted together on board USS *Alamo* (LSD 33) last December in Long Beach.

All three reenlisted for the first time for a six-year hitch.

Machinist's Mates 2nd Class George P. Bluntschly and James W. Thompson each received \$9414 as they shipped over in the STAR Program. They were to be given 28 weeks of compressed-gas schooling.

Gunner's Mate (Guns) 2nd Class Dewey W. Thedford reenlisted in the SCORE Program and received \$7092, along with the opportunity to change his rating to Gunner's Mate (Technician).

MM2s Bluntschly and Thompson have been shipmates on board *Alamo* for nearly three years, and have made two cruises to the Western Pacific. GMG2 Thedford joined *Alamo* last September after a year's duty in Vietnam on *Swift* boats.

### Mount Blades

Commander J. L. Blades was told that a mountain in Antarctica had been named after him. As might be expected, he felt "very honored."

Mount Blades was discovered in photographs taken by Antarctic Development Squadron Six (VXE 6) when CDR Blades was CO of the 1965 Operation Deep Freeze wintering-over party.

For his contributions to the exploration program, the U. S. Board on Geographic Names recently advised him that the mountain would officially carry his name.

Now in Naples with the staff of the NATO Allied Forces, Southern Europe, CDR Blades recalls that duty on the ice was some kind of experience. Here are some of his recollections.

"After a while, you get used to seeing nothing but white."

And then you become increasingly interested in science.

"One of the most interesting experiments was with penguins born during the Antarctic summer.

"When winter moves in, the edge of the ice shelf moves out to sea



and the penguins sometimes travel up to 2000 miles to stay close to their feeding grounds.

"But the next summer they return to within a couple of feet of the spot on which they were born."

Instinct?

"That may be part of it, but some experiments suggest the penguins use the sun as a navigational aid.

"We flew some of the birds several thousand miles from their rookery and released them. The scientists who monitored their progress observed that, on sunny days, the penguins headed straight for the nearest open water to feed, and then continued directly toward their rookery.

"But if the day was overcast, the birds just milled around, unsure of which direction to take."

It was not the commander's first trip to Antarctica, nor his first expeditionary duty.

"In 1952, I was O-in-C of the helicopter detachment aboard the icebreaker *Burton Island* when she attempted to retrace the northwest passage through the Beaufort Sea."

He later was CO of one of the first tankers to arrive at McMurdo Sound when the Navy began Deep Freeze operations in 1955.

"Things were pretty rustic that first year. We simply left the ship at McMurdo for use as a storage tank for aviation fuel."

The frozen continent continues to be explored as the Navy has entered its 16th year of Deep Freeze operations.

"There have been improvements in habitability. The Seabees are completing a building for 250 men which has berthing, messing, laundry, barber shop and recreational facilities for the entire wintering-over population.

"Everything has to be compact, because moving around outside during a storm is almost impossible.

"During the winter I was on the ice, we had to run lifelines between buildings."

About the report that seven women were among this year's contingent of scientists and reporters?

"There will be fewer beards than ever before."



**DEEP FREEZE**—Commander J. L. Blades tries his hand with a dog sled and team of huskies, one of the easiest means of transportation across the Antarctic icecap.

### VP-11 Weightlifters

The last performer to arrive slipped on a tee shirt, did a couple of knee bends, and asked for directions to the stage.

The doors to the auditorium were opened and the girls who had been waiting outside took the seats up front.

It was the first State of Maine Powerlifting Championships, organized and directed at NAS Brunswick last September by the Patrol Squadron 11 Barbell Club, and sanctioned by the AAU.

And when the strain of the competition was over, the VP-11 weightlifters had won State team honors and 13 individual trophies, including three State weightlifting records.

The success story of the VP-11 Barbell Club took only about two months to write.

It started last July when Aviation Electrician's Mates 2nd Class Chuck Carnobas and Frank Shuleski began a campaign to organize the squadron weightlifters and expand the facilities available to them.

The goal was a club workout room with equipment suitable for

serious weightlifting.

The AEs found a deserted room on the base and received permission to use it as a clubhouse. Interest in the VP-11 Barbell Club spread, and membership increased.

Club members modified the room with material they purchased from local lumber yards, and equipped it with their personal weightlifting gear. They then began serious workouts with an eye on the State of Maine Powerlifting Championships.

The payoff came when Kirsten Bell, Miss Maine of 1969, presented the VP-11 musclemen with trophies and those girls in the audience sighed in approval.

### Reconversion for DDG 36

USS *John S. McCain* (DDG 36) is completing the final stages of her reconversion at the U. S. Naval Shipyard in Philadelphia, Pa. When the work is completed a great deal will have been added.

*McCain* is a 4730-ton guided missile destroyer with anti-air and antisubmarine warfare as primary missions. During her conversion period in the Philadelphia Naval



USS America shows her maneuverability as she makes a turn on the high seas.

shipyard, a new *Tartar* surface-to-air missile system was installed, complete with new fire control and target acquisition radar and computers, significantly increasing her defensive capabilities.

Her ASW arsenal includes anti-submarine rockets (ASROC), six torpedo tubes, and two 5-inch/54-caliber rapid-fire gun mounts. Capable of speeds in excess of 30 knots, *McCain* carries a crew of 19 officers and 309 enlisted personnel.

The name of the speaker at the recommissioning of *uss John S. McCain* (DDG 36) had a familiar sound. It was Admiral John S. McCain, Jr., Commander in Chief Pacific. He is the son of the man for whom the guided missile destroyer is named, and a proponent of the fast task force concept of naval warfare made famous during World War II.

"For almost a quarter-century, the highly mobile task force has been an important arm of U. S. foreign policy," CINCPAC said.

Admiral McCain additionally cited *uss McCain* as an example of "our deterrent capability" that will operate in the broad realm of national security.

The ship was launched as a *Mitscher*-class frigate on 12 Jul 1952, and first commissioned in October the following year at the Boston Navy Yard. Originally an Atlantic Fleet ship, she was transferred to Pearl Harbor in 1958.

While serving in the Western Pacific, *McCain* distinguished her-

self in patrol duty in the Taiwan Strait during the communist shell-

## A Final Tribute to USS Hornet

Ships with the name have been sloops, sidewheelers and aircraft carriers. One ran the British blockade in the Revolution. Another fought at Tripoli. A third engaged and captured a British brig in the War of 1812.

One of the later versions served as a base for General Jimmy Doolittle's raid on Tokyo.

The latest added prestige to the name during World War II, and most recently recovered the U. S. astronauts who first visited the moon.

In all, eight ships have been named *Hornet* since the first was commissioned in 1775. And the record of almost-unbroken service these ships compiled is recalled as the latest member of the family, *uss Hornet* (CVS 12), prepares to retire.

The adventures of these ships began in Baltimore in 1775 as Americans began the fight for independence. A little sloop-of-war with 10 long nine-pounders was commissioned *Hornet* and assigned to duty in the Bahamas. After several engagements, it is believed that she fell into British hands on the South Carolina coast in 1777.

The second *Hornet*, also a 10-gun sloop, was purchased in Malta in 1805 and participated in the attack on the Port of Derna during

ing of Quemoy in 1958, a mercy mission to a fire-ravaged town on the island of Amiami O Shima, flood relief near Calcutta, a rescue of the crew of the sinking Japanese freighter *Shinwa Maru*, and gun-fire support action off the coast of Vietnam.

Her classification was changed from DL 3 to DDG 36 in 1965, and a year later she began her conversion and overhaul at the Philadelphia Naval Shipyard.

*McCain* is 493 feet long, has a 50-foot beam and a draft of 21 feet. After completion of the yard period, *McCain* will move to her new home port of Long Beach, Calif., where she will serve as flagship for Destroyer Squadron Nine.

the Tripolitan War. With two other men-o'-war, she helped silence Tripolitan shore batteries and enabled land forces to capture the city. This later proved to be the deciding action of the war.

While her predecessor was engaged in the Mediterranean, the third *Hornet* was under construction in Baltimore. This one was an 18-gun brig modeled after French warships.

During the War of 1812, *Hornet* sailed with *uss Constitution* and later captured several prizes, the largest of which was the brig *Resolution* with \$25,000 in specie aboard. Later in the same voyage, she encountered the British brig *Peacock* and exchanged broadsides for more than two hours. When *Peacock* began to founder, *Hornet's* commanding officer sent men aboard her in an attempt to keep her afloat, but the ship sank with nine of her own crew and three of *Hornet's* men.

The third *Hornet* also saw action against African slavers and Cuban pirates beginning in 1815. In September 1829, she was driven from her moorings during a storm off Tampico. Dismasted, she foundered with all hands.

The fourth *Hornet* was a five-gun schooner built at a cost of \$2200 and used primarily for dis-



patch duties and inshore patrol work.

The fifth *Hornet*, an iron side-wheel Confederate blockade runner captured off North Carolina in 1864, was the first of her name to be propelled by steam. She sailed to Havana late in 1865 to take custody of the former Confederate ironclad ram *Stonewall*, turned over by her captain to Spanish authorities at war's end, and escorted her to Washington.

The sixth *Hornet* was a yacht purchased by the Navy and converted for use in the Spanish-American war. Though armed with only three 6-pounders, two 1-pounders and four machine guns, she distinguished herself in several actions off Cuba.

In company with a squadron including gunboats *Helena* and *Wilmington*, *Hornet* attacked Spanish shipping in the harbor of Manzanillo in July 1898. In two and one-half hours of fighting, *Hornet* and company managed to sink or disable five gunboats, a harbor guardship, and three transports. During this action *Hornet* fired nearly 700 rounds and experienced no casualties.

The sixth *Hornet* was sold by the Navy in 1910, and for some 30 years the service was without a *Hornet* until the first aircraft carrier to bear the name slid down

the ways at Newport News, Va. Secretary of the Navy Frank Knox stated, "Today we are present at the rebirth of a great name in the history of the Navy."

This *Hornet* was to become more famous than any of her predecessors as her air squadrons left a trail of destruction in the early stages of World War II. Her most memorable moments came when she served as the springboard for General Jimmy Doolittle's raid on the Japanese mainland, and when she helped to stop the victorious Japanese Navy at the decisive Battle of Midway.

In October 1942, *Hornet* was badly damaged and set afire after 10 hours of fighting in the Battle of Santa Cruz. To prevent her from falling into enemy hands, she was torpedoed and shelled by U. S. destroyers before being sent to the bottom by "long lance" torpedoes from Japanese destroyers.

Less than one year elapsed before the present *Hornet* appeared on the ship's register as CV-12. And only months after she was rushed into service, she had the chance to avenge the loss of her predecessor.

On 19 Jun 1944, in the vicinity of the Marianas, *Hornet* and other ships engaged the Japanese in the Battle of the Philippine Sea. *Hornet's* planes helped stop the Japan-

ese air attack in the "Great Marianas Turkey Shoot." Aircraft from *Hornet* destroyed one of the enemy's largest carriers on the following day, scoring torpedo and bomb hits on another carrier and a cruiser. Although many of *Hornet's* planes were damaged, only one was lost.

Later that summer, *Hornet* sent search planes to within 175 miles of Honshu and cruised within 400 miles of the Japanese coast. This was believed to have been the closest approach to the Japanese mainland any U. S. surface ship had made to that point in the war.

In summary, *Hornet* and her squadrons figured in almost every major campaign in the Pacific Theater, and in the process built a remarkable record in planes destroyed, both in the air and on the ground, in naval and cargo ships sunk, in softening up such targets as Truk, Eniwetok, Iwo Jima, Luzon and Okinawa, and in assisting in the invasions of Leyte, Iwo Jima and Okinawa.

After the war, *Hornet* served as a troop transport to bring veterans back to the West Coast, and then was deactivated at San Francisco.

During the Korean conflict, *Hornet* was recalled and served in the Pacific for three years as CVA-12 before entering the yards at Bremerton. She received a seven-month streamlining which included an angled flight deck, hurricane bow, deck edge elevator and other improvements. She came out of the yards in August 1956 and then operated in the Pacific from her home port at Long Beach.

*Hornet* reentered the yards in 1958 and was converted to her ASW (CVS) capability.

She since has operated throughout the Pacific, and last summer gained fame as a space recovery ship when she retrieved the *Apollo 11* astronauts who first visited the moon. *Hornet* duplicated this feat last November after the *Apollo 12* mission.

At this writing, *Hornet* is in Long Beach to prepare for deactivation. Sometime after March, she will move to Bremerton and transfer to the inactive roster.

GOING UP—Preparing to launch a weather research balloon, an aerographer's mate checks to make sure all instruments are in proper working order.

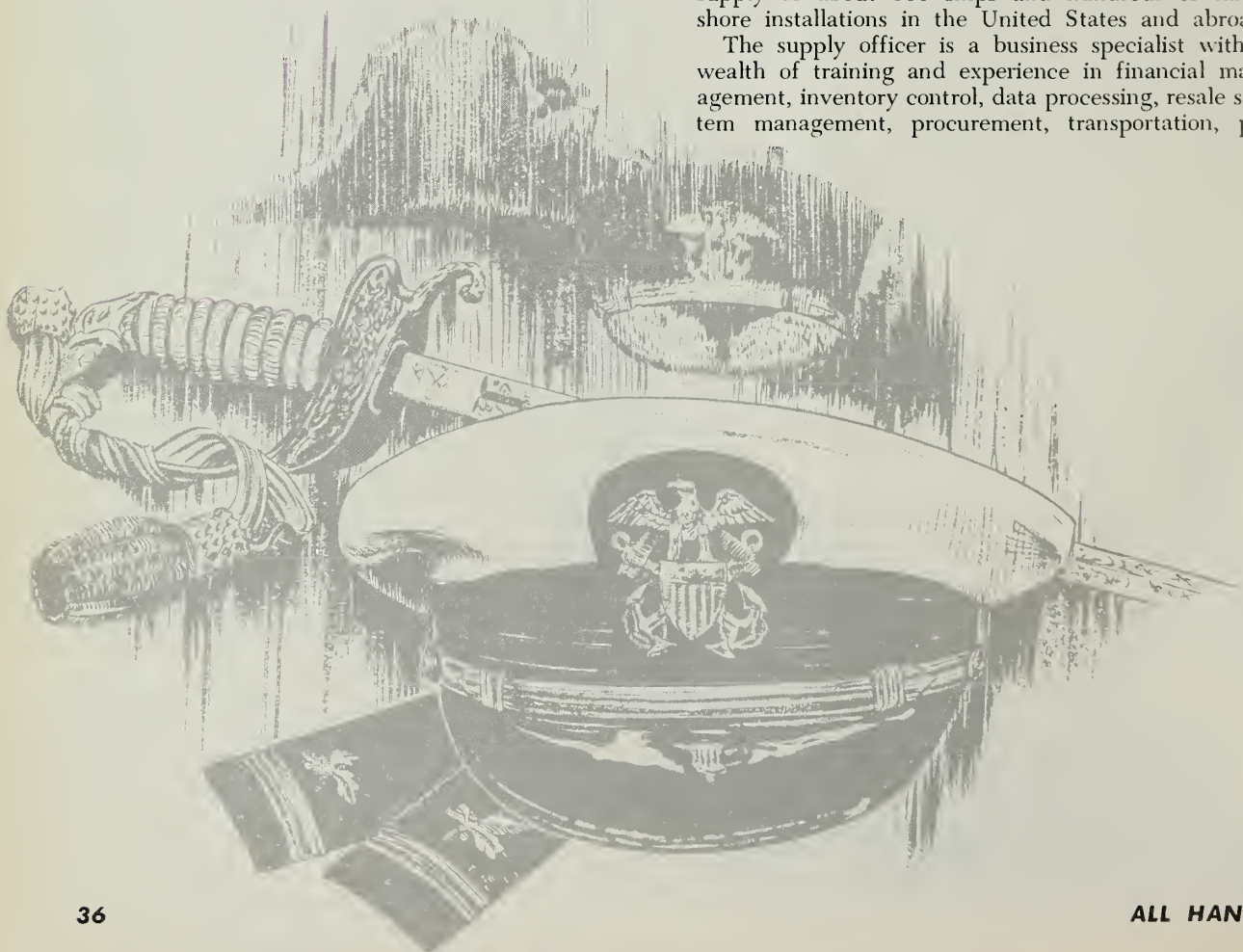


# 175th Anniversary **The NAVY SUPPLY**

**T**HE NAVY SUPPLY CORPS, having progressed from supplying cannon balls to missiles, from provisioning wooden ships to nuclear-powered vessels, celebrated 175 years of such service to the Fleet on 23 Feb 1970.

Today, approximately 5800 naval officers wear the oak leaf of the Supply Corps. They are considered the logistics executives of the Navy, responsible for the supply of about 800 ships and hundreds of naval shore installations in the United States and abroad.

The supply officer is a business specialist with a wealth of training and experience in financial management, inventory control, data processing, resale system management, procurement, transportation, pe-





# CORPS

troleum management, or in one or several of the other business management areas that spell out *Service to the Fleet*.

He may be found in all parts of the world, for there is hardly a command of consequence where his services are not needed and used—from the Antarctic Support Forces to the Pacific Missile Range. For example, supply officers are found buying petroleum in such exotic places as Bahrain and Curaçao. They are also found operating the Naval Academy Dairy Farm at Gambrills, Md. But, most certainly you will find them involved in broad logistic planning as they serve in joint staffs, in the Offices of the Chief of Naval Operations, and in all major fleet commands.

Supply Corps officers command large and small shore installations in the U. S. and overseas, such as supply centers, ocean terminals and fuel depots. Additionally, cargo handling battalions—mobile units—are commanded by SC officers.

**R**EGARDLESS of where he serves, the Supply Corps officer's basic responsibility is to insure the logistic support of the operating forces. This responsibility is succinctly expressed by the Corps' motto: "Ready for Sea."

It is a far cry from the crude logistics required to support the original six ships provided in the Naval Armaments Act of 1794. From this requirement came the outgrowth of the Navy Supply Corps.

Although the Corps' formal history begins in 1795, the tradition of seagoing officers specially trained to manage the business affairs of the ship dates back to the 11th century when British agents, called clerks, were responsible for the entire fitting out of vessels in the service of the king.

These clerks were held in low repute by the crews they served, mainly because the seamen often felt they were being cheated in the purchase of necessary

items. Even today such terms as "purser's shirts," meaning a loose, poorly fitting garment, and "purser's candles," meaning the smallest possible candle, are occasionally heard in the British Navy.

**T**HE EARLY American "supercargoes" or pursers, while modeled after the British clerk, were considerably more honest. At least they had better reputations, judging from the fact that the American Navy never had to require its pursers to whistle continuously while inventorying provisions to prove they were not eating raisins which belonged in the pudding.

But the purser aboard an American fighting ship in the 18th century hardly needed to settle for raisins. The law *limited* his profits on sales of personal items for the crew to a 50 per cent markup. Items of secondary necessity brought a tidy 25 per cent, while "slops"—clothing and small stores—netted 10 per cent.

The allotment of a percentage profit to a naval officer seems strange today and was vigorously opposed by the first commissioned pursers. At the time, however, it reflected the Navy's attitude toward the purser, who was regarded as little more than a civilian given a warrant to come aboard to handle finances and subsistence.

The percentage profit system had begun when the owners of private vessels put a man they could trust aboard to look after the monetary interests of the ship. By making it in the purser's interest to cut down on expenses, the owners turned a higher profit. Naturally, the more successful the voyage, the greater the amount the purser made, as well.

When the Naval Armaments Act of 1794 was passed, it authorized one purser for each of the new ships. He was to be a warrant officer, and responsible for feeding and paying the crew and selling them clothing and small stores. He was paid \$40 a month and allowed two rations a day.

**T**HE SUPPLY CORPS was officially born in 1795 when Congress established a Purveyor of Public Supplies, thus instituting Navy procurement and supply ashore.

Tench Francis and Israel Whalen, respectively the first and second Purveyors, were essentially purchasing agents. In other words, they were responsible for procuring and providing naval stores, as well as "generally all articles of supply requisite for the service of the United States." Eventually, their responsibilities were taken over by what is the Naval Supply Systems Command today.

As the demands of the Navy increased, it became necessary to appoint additional civilian administrators for Navy supply. Therefore, in 1798 the office of Accountant of the Navy was created. Purser responsibilities increased too. They were required to have a

sword and cannon, in assisting their brethren-in-arms of the line."

Despite this reference to "brethren-in-arms," pursers faced a long, uphill fight to achieve equality with officers of the line. Much of their early history shows attempts to be treated equally.

**O**NE GOAL was reached in 1810 when pursers were given the status of commissioned officers. Along with reaching this milestone went additional purser responsibilities: to keep a record of ammunition ordered and expended, and a muster of the officers aboard ship.

Another milestone was reached in 1818, when pursers were authorized shore duty for the first time after "Pursers of the Yard" were appointed at Navy shipyards. As at sea, their primary responsibilities were to pay and feed all the officers and men, as well as mechanics and laborers. They were allowed to choose naval storekeepers to assist them.

The question of relative rank of pursers came up in 1833 when Navy Department regulations placed them below lieutenants (junior grade). But at the insistence of a group of line captains, the newly commissioned pursers were ranked with lieutenants. There the rank issue remained until 1857 when further revisions ranked pursers with more than 12 years' service with commanders, and those with fewer years' service with lieutenants.

When the Navy was reorganized in 1842, pursers gained additional status by having a home of their



Pursers, forerunners of today's supply officers, spoke French and Spanish with enough fluency to carry on trade negotiations.

speaking knowledge of French and Spanish in order to conduct business with foreign merchants, and to submit their records for regular audit by the Treasury Department.

These pursers were not expected to engage in combat, so were given battle responsibilities below deck. But as one chief gunner wrote in the 19th century, "for some years they (pursers) have been very much the combatants, in active participation with pistol,

Shown in this drawing is a purser directing the business operations of a ship. These gentlemen were both merchants and bankers.





own created. Criticism of the Board of Naval Commissioners, which had run the Navy since 1815, led to the establishment of a bureau system in the Department. One of the five new bureaus was that of Provisions and Clothing.

**T**HE BUREAU of Provisions and Clothing was charged with handling "all provisions of every sort, whether solid or liquid; all clothing of every sort; all labor employed thereon; all contracts and accounts relating thereto," according to regulations. So it was that after 47 years of service, the supply organization of the Navy finally became an entity in its own right.

Ironically, a civilian was appointed to head the supply bureau. He was the only non-officer to head one of the five new bureaus.

Congress debated compensation for pursers in 1842, then passed legislation that provided for a standard pay scale to replace their former rations, allowances and pay. They received between \$1500 and \$3500 a year, depending upon the size of their ship. Previously, pursers had been paid \$480 a year exclusive of rations, but the law allowed them to make a profit of from 10 per cent to 50 per cent on goods sold to the crew.

The new law also required pursers to buy their supplies with public funds, and they were forbidden to procure or dispose of supplies to the officers and crew for their own profit. Only the margin allowed by Congress could be charged, and with this legislation complaints of purser exploitation were finally laid to rest.

**J**UST BEFORE and during the Civil War, a series of events led to greater status for the pursers. In 1858, their titles were officially changed to Paymasters, in recognition of their duty as Navy Pay Officers.

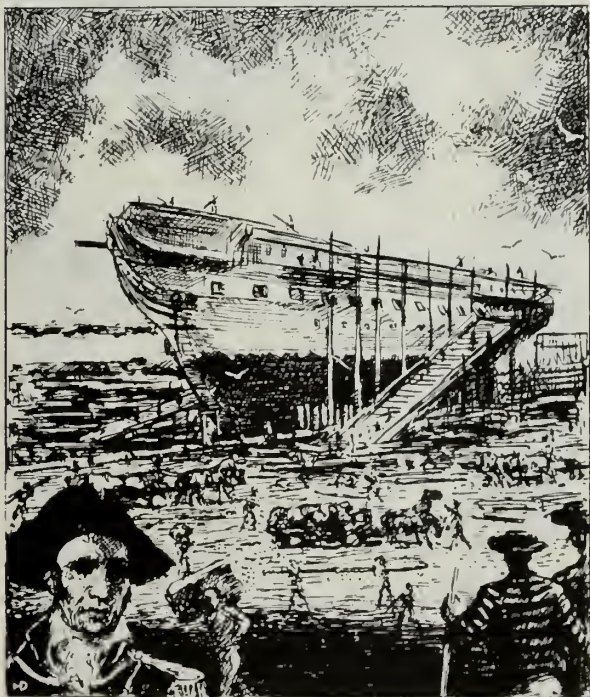
And in 1861, Congress provided that appointments to the Corps of Paymasters could be made only from the list of Assistant Paymasters. The following year legislation required that the head of the Bureau of Provisions and Clothing be a Paymaster. Finally, in 1870, a separate Pay Corps was established, headed by a Paymaster General.

More important than changes in their titles was the growth of Paymasters' responsibilities in the decades after the Civil War.

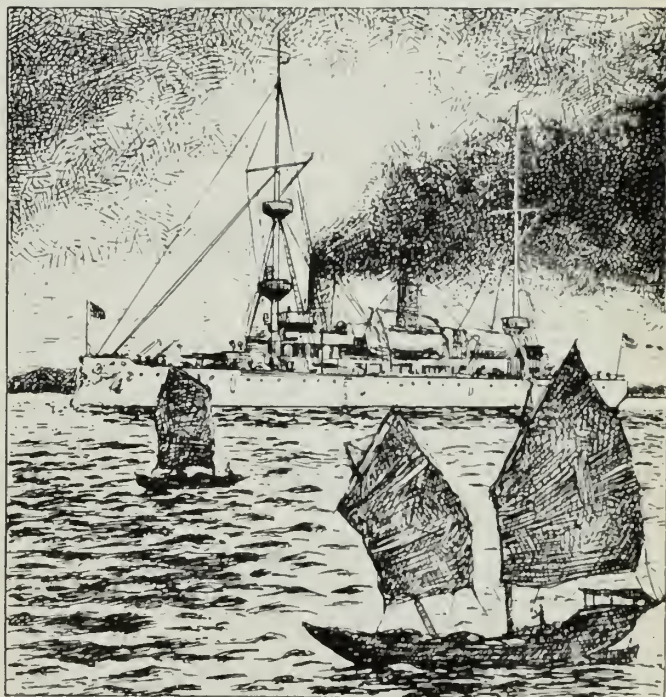
The experiences of the war made it clear that the system of making purchases ashore through civilian Navy agents, a system established in 1776, led to abuses. Hence, in 1865, the Navy agents were discontinued. Their duties landed squarely on the shoulders of the Paymaster who was now charged with the complete responsibility for supplying the Navy ashore as well as afloat. Before 1886, each bureau maintained complete control over its own purchases and their storage and issuance. This resulted in duplication and a Navy inventory far in excess of the Navy's needs.

**T**HIS PROBLEM was met with the establishment of the General Storehouse System in 1886. Stocks were consolidated under one general storekeeper at each Navy yard and station. Aboard ship, stock was con-

Attacks on American shipping by the Barbary pirates prompted Congress to authorize construction of six frigates in 1794.



The flogship USS Olympia was supplied by bumboats off the coast of China before sailing into the bottle of Manila Bay in 1898.





solidated in a single supply department managed by a Paymaster.

While these steps made for more efficient administration, they also increased the responsibilities of Pay Corps officers. Shortly thereafter, the Navy created the Navy Stock Fund, an appropriation used to purchase items of standard Navy stock. Each bureau was charged for an item when it was issued. Responsibility for administering the Stock Fund was given to the Pay Corps.

At the time the general stores system was introduced ashore, and shortly thereafter afloat, the Navy felt the need to reorganize its financial system to match its supply system. All accounting data was to be kept in the Bureau of Provisions and Clothing, thereby ending the previous fragmentation and making it possible to determine the total value of Navy property and the expense of maintaining it.

Property and appropriation accounting concepts were introduced by Paymaster Albert S. Kenny. Thus, the officers of the Pay Corps became the accountants for the Navy in much the same fashion that they had become its storekeepers. As a result of assuming increased responsibilities, the Bureau of Provisions and Clothing was renamed the Bureau of Supplies and Accounts in 1892.

**A**BOARD SHIP, a variety of revolutions were taking place as the 19th century ended.

Foremost among these was the end of the berth-deck messing situation, and the introduction (under the leadership of Pay Corps officers) of the general messing system. The serving of all the crew in a common mess, introduced by Paymaster John S. Carpenter aboard *uss Texas*, led to better food, improved morale, and distinctly more healthful conditions at mealtime.

In 1901, the paymaster replaced the executive officer as the officer in charge of the crew's messing, and took over total responsibility for purchasing, storing, issuing, preparing, and serving the food.

Combining ration funds made it possible to vary the Navy diet, which had changed little since the 18th century. Lamb, veal and sausage were introduced into the mess by Paymaster T. J. Cowie aboard *uss New Hampshire*. He also purchased great quantities of fresh vegetables for his crew. Central cooking also could mean central cleanup.

On board *uss Missouri*, meanwhile, Paymaster George P. Dyer introduced the first dishwashing machine, eliminating the previously accepted film of grease on cutlery and dishes. Dyer also installed the first automatic potato peeler, potato masher, ice cream mixer, dough mixer, and meat slicer—and served from the Navy's first cafeteria-style steam tables.

**T**HE SHIP'S STORE was inaugurated aboard *uss Indiana* in 1896. At first the store sold only beer, using the profits to buy additional food for the mess. But the

sale of beer created a storm of criticism among officers who, fearing a decline in discipline and efficiency, pointed out that a petty officer had been murdered aboard *Indiana* shortly after beer was first sold on board.

Consequently, the ship's store flourished not so much on the sale of beer as on such personal articles as towels, soap, candy and tobacco. Great variation among stores in merchandise, pricing, and quality of goods led the Navy in 1915 to issue regulations on these subjects. Profits from the stores were set aside to be used for the crew's morale and welfare activities, as a result, and the pay officer was given management control over the stores.

The development of underway replenishment, first demonstrated in the war with Tripoli when the ketch *Intrepid* transferred a cargo of fresh water, stock and vegetables to Commodore Preble's blockading squadron, received an impetus from the Spanish-American War. Supplying Dewey's ships in the Philippines was a significant challenge to members of the Pay Corps. Yet the logistics difficulties were met through regularly scheduled supply ships, including refrigerated ships loaded on the West Coast.

A few years later, the famous cruise around the world by the Atlantic Fleet helped refine the mobile supply system. One of the most significant developments during the cruise was the initial widespread use of "ration-dense" foods—items which store in limited space but can be reconstituted to make tasty, nourishing meals. These included dried milk and eggs, and dehydrated vegetables.

With the development of the mobile logistics force, a wide range of items stocked for retail issue meet the Fleet where directed.





**A**T THE BEGINNING of the 20th century, Pay Corps officers initiated programs which proved to be prototypes for the other military services and the entire government.

For example, Paymaster F. T. Arms wrote the first Navy cookbook in 1902, a significant contribution to standardizing meals aboard various ships. The only previous military cookbook had contained such advice as: "The presence of wormholes in coffee should not occasion its rejection . . . since they generally indicate

As an example, a pay director found himself running the fiscal affairs of Santo Domingo in 1905. Another was for a time chief customs officer for Haiti and drew up a plan of currency reform to stabilize that nation's finances.

Domestically, a Pay Corps captain commandeered an old Mississippi River sidewheeler during the Ohio flood of 1893, and pushed a barge of supplies from Marietta to Gainsville, Ky., administering relief to stricken families along the way. Similarly, another paymaster supervised the feeding of thousands of homeless persons after the San Francisco earthquake.

**T**HE FINAL STEP giving pay officers full equality with line officers was taken by the Secretary of the Navy in 1918.

In a general order he wrote: "the uniform of any given rank in the Navy shall be identical in every respect throughout except for the necessary distinguishing corps devices; and every officer in the Navy shall be designated and addressed by the title of his rank without any discrimination whatever."

The title Supply Officer was authorized in 1913 for any pay officer appointed head of a supply department ashore. A few years later the change was extended to include afloat supply departments, and then to all Pay Corps officers. In 1919, the present organization designation of Navy Supply Corps was adopted.

Increasing demands upon Supply Corps officers between the wars pointed up the need for additional specialized training. The first comprehensive Navy Finance and Supply School was created in Philadelphia

"Pay coll" is a big event to all sailors. Timely payments under conditions of global warfare were designed during World War II.



The most modern equipment is used in Navy galleys, bakeries and butcher shops using methods of top commercial outfits.

age, weigh nothing, and disappear when the coffee is ground."

An equally important step forward was the publishing of the *Navy Standard Stock Catalog* by Paymaster T. H. Hicks in 1914. By giving a standard stock number to every item used by the Navy, inventory record-keeping, stock accounting, and stock ordering were vastly simplified.

Soon thereafter, the government initiated plans for a Federal Standard Stock Catalog along the lines of the Navy's.

The first true cost accounting system was adopted by the Navy in 1909 and played an important role in enabling the Navy to keep adequate control over its vast capital resources.

During this same period, Corps officers were often called upon to perform a wide range of duties other than those of a routine supply nature.



in 1934 and was, for a time, operational at Harvard University.

Today, every Supply Corps officer receives, in addition to precommissioning training, a 26-week course at the Navy Supply Corps School, Athens, Ga. There he is trained in basic Navy supply procedures.

**T**HE SUPPLY CORPS officers' specialized training proved of significant benefit when World War II broke out. The attack on Pearl Harbor touched off what was to be a battle of supply lines in both the Atlantic and Pacific.

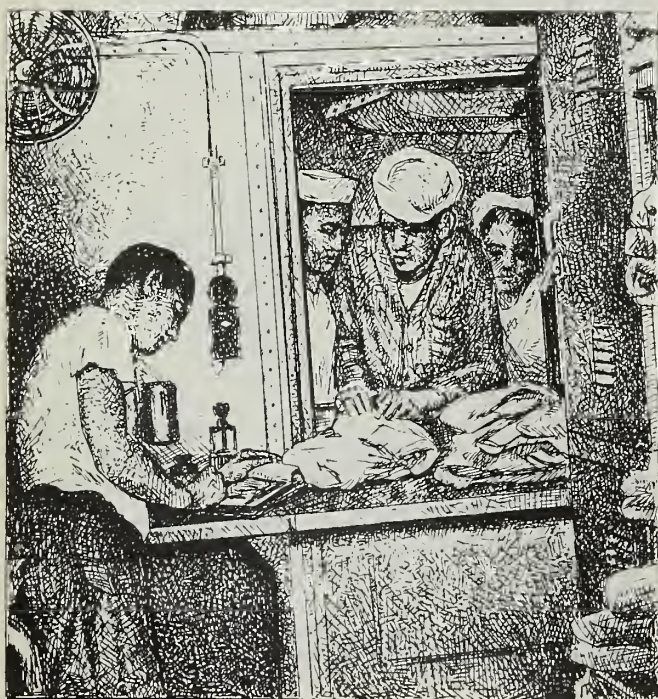
From a relatively small-scale, decentralized operation, the Supply Corps faced a sudden transition to a centralized operation supporting the entire Fleet, the Navy's air arm and shore installations worldwide. As a result, supply facilities sprang up all over the world to sustain combat units.

Mobile logistics—far exceeding the four bullocks, one calf and assorted fowl *Intrepid* brought to Commodore Preble—became a highly organized effort to keep the Fleet replenished and underway. From about 2200 officers, of whom 1400 were Reservists, the Corps grew to 16,800 officers, including 14,900 Reservists, by the end of World War II.

It was during the war that the Supply Corps readied itself to meet the technological weapons system revolution that is taking place today in nucleonics, missiles and space. Appraisal of the Navy's changing supply needs led to the establishment of the integrated Navy Supply System, employing advanced business management practices.

This system, created by Secretary of Defense James

Providing clothing to all enlisted personnel is an important Supply Corps function shown in this shipboard issue room.



Forrestal in 1947, has achieved a high degree of flexibility in the control of material throughout the Navy and enables the Corps to serve the Fleet needs of today, in peacetime or war.

**C**URRENTLY, the Supply Corps is managing the extensive logistics network which supplies our fighting naval and Marine forces in the Republic of Vietnam and Southeast Asian waters. Some 250 officers are assigned in-country, running transportation facilities, paying and feeding personnel in remote areas, and supporting the Marines in over-the-beach operations.

It was Navy supply officers who helped solve the port congestion and materials handling problems brought on by the expansion of U.S. efforts in 1965.

The final organizational change important to the Supply Corps occurred in 1966 when, as a result of the Navy Department reorganization on 1 May that year, the Bureau of Supplies and Accounts was renamed the Naval Supply Systems Command. With this transition to Systems Commands, the outworn title of "Paymaster General" was changed on 13 Oct 1966 to "Chief of Supply Corps" to better describe the role of the Head of the modern Supply Corps.

Former Chief of Naval Operations, Admiral David L. McDonald, noted this about the Navy Supply Corps when he said:

"The Navy's supply establishment must maintain in a state of constant readiness the most highly mobile, most powerful sea force the world has ever known. The chore of merely replenishing our ships at sea virtually staggers the imagination, for a typical task force consumes about 300 tons of material daily.

"In recent years, the Navy has progressed from guns to missiles and nuclear warheads, from fuel oil to atomic power. The supply system has not simply kept pace with the Navy's space age weaponry; it has pioneered and blazed trails in supply management to support the space age Navy."

**L**OOKING to the future, the essential task of the Supply Corps will still be to have the right material, in the right quantity, at the right place, at the right time. To do this in any global war will be more difficult than ever, for two principal reasons.

First, the steadily increasing range and speed of Fleet operations, coupled with the immense perimeter of the potential enemy, greatly broaden the area in which support will be required. Second, scientific and technological advances bring more complex weapons systems into the Fleet, each adding a peculiar logistic support problem.

But the same dedication and imagination that have characterized Supply Corps support of the Fleet in the past will be available to meet the new requirements of the Operating Forces.

After 175 years of achievement, the Navy Supply Corps is anticipating the challenges of the future.



# LITTLE KNOWN FACTS

- A typical week's bill of fare in the Navy in the year 1799 left much to be desired. It read something like this: seven pounds of bread, two pounds of beef, three pounds of pork, one pound of salt fish, one quart of fish, one and a half pints of peas or beans, 12 ounces of cheese, and two pounds of potatoes or turnips.

Six ounces of molasses or one gill (four ounces) of oil could be substituted for four ounces of butter. Further lubrication was provided by the daily issue of one-half pint of distilled spirits or one quart of beer.

- Transfer-at-sea methods actually were used as early as 1804. During the war with Tripoli, for example, the ketch *Intrepid* transferred a cargo of fresh provisions to *USS Constitution* which was enforcing a continental blockade of the port of Tripoli.



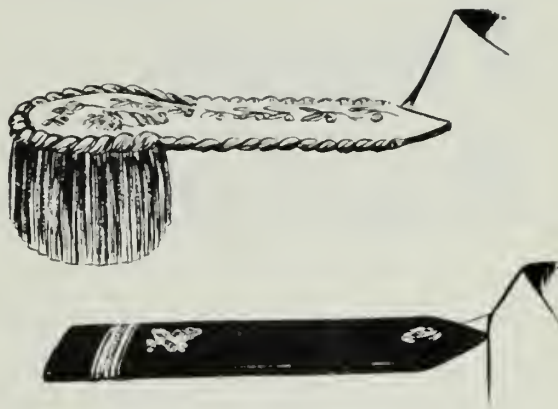
The cargo included four bullocks, one calf, 13 pigs, 300 pounds of hay, two baskets of peas, and three casks of old Hock.

This maneuver was the springboard for the modern, mobile logistical support now provided through underway replenishment which enables the Fleet to remain at sea almost indefinitely.

- The forerunner of today's Supply Corps insignia—the oak leaves and acorns—was the cornucopia, or horn of plenty. It became the mark of the supply specialist in 1830.

The use of the oak leaves and acorns as a decoration of the Navy uniform was also introduced that same year; however, it wasn't until 1841 that the strip of live oak leaves and acorns replaced the cornucopia on the collar of the full dress coat.

Reason for the oak leaf as a symbol for the Supply Corps is lost somewhere in naval history.



One explanation suggests that oak was once the main source of building our early fleet.

Another points out that the oak tree has been a constant symbol of strength and sturdiness. In either case, the oak leaf is the standard of the logistical support arm of the U. S. Navy.

- A most interesting method of solving a World War II supply problem was devised by the Navy Supply Corps. A shortage of binoculars, telescopes and spyglasses was created when foreign sources were cut off.

An appeal was made to U. S. citizens to furnish "Eyes for the Navy." As a result, 51,217 instruments



pour in, of which 31,000 were suitable for use aboard naval ships. The owners received a letter of thanks from the Assistant Secretary of the Navy and a \$1 sales or rental check.

Each instrument retained by the Navy had a serial number engraved upon it and a permanent record was kept describing it. When the war ended, they were returned to the owners, along with a brief history of where the instrument saw action.

## SUPPLY CORPS SCHOOL

# Through These Portals

**E**ACH YEAR approximately 600 ensigns are commissioned in the Navy Supply Corps from three primary sources of talent: the Officer Candidate School at Newport, R. I. (70 per cent); Naval Reserve Officer Training Corps units at colleges and universities throughout the United States (25 per cent); and the United States Naval Academy (5 per cent).

Applicants are accepted from almost every academic background. For instance, about 15 per cent have degrees in economics, 16 per cent in hard science, 19 per cent in liberal arts, and about half of the applicants are business administration graduates. Over-all, nearly 20 per cent of the Supply Corps ensigns hold advanced degrees.

In addition to business majors, the Navy needs Supply Corps officers with backgrounds in mathematics, engineering, the physical sciences, personnel administration, and the humanities.

First and foremost, regardless of his specialty, the Supply Corps officer is a naval officer with military responsibilities. Through each officer program, those commissioned in the Supply Corps receive the same basic training as their unrestricted line officer counterparts. After commissioning, SC officers, regardless of previous training or experience, are ordered to the Navy Supply Corps School in Athens, Ga., where for six months they develop the skills and techniques required in the management of Navy men, money and material.

**E**VERY Supply Corps officer must complete the basic qualification course at the Navy Supply Corps School. The curriculum, which emphasizes shipboard operations, has been carefully designed to prepare officers for the challenging role of managing a supply department aboard ship. For this reason, more than 95 per cent of the officers report directly to sea duty upon graduation from Navy Supply Corps School.

The NSCS academic workload is demanding as well as challenging. Officers attend approximately

20 hours of class each week and, in addition, are assigned a substantial amount of work to be completed outside of class. Training methods are the most modern available, and course material is kept current through close liaison with Fleet staffs and recent NSCS graduates.

The instructors are officers who, having recently served aboard ship, are able to prepare inexperienced officers for the problems which will confront them in their first shipboard assignment.

Classroom lectures and discussions are related to specially prepared textbooks. Realistic problems and actual case studies also play an important part in each course.

It is recognized by the staff that there are seldom standard answers to logistic problems. Therefore, the school, while stressing theory and fundamentals, provides an environment for officers to develop the ability to analyze problems and create workable solutions. Consequently, officers must explain and defend their decisions in the classroom just as they will be required to do on board ship.

**W**HILE PRIMARY emphasis is on candidates and practical training at NSCS, the recreational facilities and wide range of student activities create an atmosphere much like that of a small college.

Officers are kept closely attuned to the military way of life, however, with morning formations, musters, watches and inspections. At NSCS, students are never allowed to forget that they are naval officers preparing for important shipboard jobs.

They never forget because each student assumes the role of one Ensign William B. Ellis, SC, USN, a fictitious supply and disbursing officer aboard USS *Duarte* (DD 901), a fictitious destroyer in the Pacific Fleet.

Throughout the 26-week course, each officer lives this role as he provisions the ship, pays the crew, manages inventories, and above all, learns to be an effective leader of men.

In the process, the student officer studies Supply Management, Disbursing, Food Service and Retail Operations, Computer Training, Personnel Administration and Assignment Orientation.

A supply officer's most important responsibility aboard ship is to provide the equipment and material necessary to maintain combat readiness. The NSCS Supply Management Course prepares the officer for this task with a thorough background in the techniques of financial and material management.

The course emphasizes the fundamentals of procurement, storage, inventory control, and the budgeting of funds. Realistic problem exercises condense months of shipboard experience into weeks of classroom work. The supply officer who completes this course should have the technical background for managerial decisions aboard almost any ship.



**N**SCS also prepares each Supply Corps officer for assignment to a disbursing billet at sea, either as primary duty on a large ship or in conjunction with other phases of supply on a smaller ship.

The Disbursing Course covers the maintenance of pay accounts and miscellaneous transactions such as travel pay, special allowances and the payment of merchants in foreign ports. The role of the shipboard disbursing officer is primarily that of auditor and supervisor, but it is essential that he first understand all basic financial concepts and operations.

Fundamentals are introduced through comprehensive problems covering transactions common to every disbursing operation. Students are then prepared to study and use the audit procedures necessary to control the large sums of cash which will cross their desks each year.

The management of food, including its preparation, and the management of ship's stores and such servicing facilities as barbershops, laundries, soda fountains and vending machines are the responsibility of the supply department.

At NSCS, the Food Service and Retail Operations Course—divided into two sections—is designed to train supply officers to be effective managers in these areas.

The Food Service segment concentrates on menu planning, food preparation, procurement, inventory control, and financial management. While the supply officer does not become a qualified chef through this course, he nevertheless will be qualified in the management of a food service operation.

The Retail Operations portion deals with the techniques of operating a successful shipboard business and the management of the service activities. In addition to classroom work dealing with financial controls, stock levels, operating procedures, and merchandising techniques, a vending machine, fully operational laundry, and a modern ship's store are located in the school's training building. These training aids afford officers an opportunity to see firsthand the type of facilities they will soon manage aboard ship.

**N**O SUPPLY CORPS officer can be considered fully qualified until he understands and can utilize the methods of modern management.

Therefore, the NSCS Computer Training course introduces the student officer to the Navy's expanding computerized systems of supply management and provides a background in computer fundamentals, capabilities, programming and management.

In addition, there is an advanced computer course, available on a voluntary basis, for officers who qualify.

All students have an opportunity to use a modern computer system identical to those found on the Navy's larger ships. Each graduate leaves the Computer Training course with the ability to apply this essential tool to his management problems.

Almost every Supply Corps officer will be a division officer at his next duty station. As such, he will be responsible for the morale, performance and professional development of from 25 to 100 or more men. To better prepare him for this undertaking, the Personnel Administration Course concentrates on effective manpower management.

Here, the Supply Corps officer develops his own approach to leadership, based on subjects ranging from career development, military customs and courtesies, and social responsibilities, to the collateral duty assignments traditionally associated with duty as a Supply Corps officer.

**W**HEN THE STUDENT officer enters his final two weeks of training at NSCS, he commences to cross the Assignment Orientation bridge, the last link between being a student officer and becoming a full-fledged supply officer.

During this time he will study the operational environment of the particular ship to which he has been assigned.

As a final preparation, each officer is presented with an integrated management problem representing a supply officer's typical day aboard ship. This last phase of the NSCS curriculum enables the Supply Corps officer to become an immediate producer in his new job.

Graduation ceremonies mark the completion of formal training. From Athens, Ga., Supply Corps officers



go to duty stations throughout the world with the knowledge that the foundation they received at the Navy Supply Corps School has prepared them and made them *Ready For Sea*.

# bulletin board

## *Navy Transient Lodges Get Underway*

**A**SK ANY married Navyman: what's the first and most expensive problem that comes up when he arrives at a new duty station?

Nine times out of 10, he'll answer without a moment's pause. The big hassle is finding a place for the wife and kids to stay that first night—and for the days (or weeks) afterward while the family is house-hunting or waiting for Navy housing.

In the next year and a half, the Navy is planning to spend \$10 million to solve that problem for families transferring to 10 major CONUS activities by building about 875 new motel-style temporary family lodgings.

And after that first phase is finished, the Navy is scheduling more construction — \$2 million worth every year — until all the major U. S. bases have enough temporary housing to fill their needs.

Each unit will house a family of four. Larger families may be able to check out rollaway beds from the management, or rent two units with a connecting door.

The rooms will look like motel rooms, with wood paneling, draperies and wall-to-wall carpet. They will include kitchenettes to save the guests the extra expense of eating in restaurants.

A standard rent — probably about \$8 a day — will be charged for all units. (A commercial hotel or motel usually costs \$20 or more for a family of four.)

No tax money will be used in the project. It will be financed by a loan from recreation funds. Rent

paid by guests will be used to repay the loan, pay operating expenses and build more units.

**I**N RECENT YEARS the temporary housing problem steadily grew worse. Civilian hotel costs climbed, but the Navyman's only alternative was to use one of the few guesthouses managed by the Navy Resale System Office on base. NRSO did not have enough money available to build new guesthouses, and was often forced to use excess or substandard government buildings.

The Navy Department recognized the problem and went to work. First it asked the commandants of naval districts and training commands how many temporary housing units were needed in their areas.

Experts in the Department then considered this information along with other factors, such as the number of Navy men in each area, existing guesthouses, the cost of commercial lodging, the average number of transfers a year, and the number of families on the waiting list for Navy housing.

With all these circumstances considered, the following 10 areas were given first priority in the initial phase of the building program, scheduled to be completed sometime next year:

San Diego, 200 units; Norfolk, 200; Newport, 125; Alameda, 75; New London, 75; Long Beach, Charleston and Lemoore, 50 each; and Mayport and Key West, 25 each.

After the first phase, the Navy will continue build-

A view of the interior as seen from the front entrance looking toward the kitchen and bath.



An artist's conception of the modern design.





ing units wherever they are needed, for as many years as it takes to fill the needs. Money for the new construction will eventually come from the rent paid at existing units.

First priority for reservations at the temporary housing will go to Navy enlisted men and junior officers with families who are arriving in or leaving the area on permanent-change-of-station orders. Any question of priority will be settled in favor of the Navyman for whom commercial lodging would pose the greatest hardship.

Transfers will be easier for Navy families because of the new lodging program — another multimillion-dollar proof that the Navy does take care of its own.

### Some Career Navy Divers May Be Eligible for Pro Pay Up to \$100

If you're a diver and a career Navyman, you may now be eligible for pro pay.

Change 2 to BuPers Inst. 1430.121 provides that career-designated men (in any rating) may receive proficiency pay in the indicated amounts if they hold these NECs:

Master diver (NEC 5341) and saturation diver (NEC 5311)—\$100.

Diver, first class (NEC 5342) — \$50.

To be eligible for the extra pay, you must meet the qualifications prescribed by the instruction. Among other things, you must:

- Be a career petty officer on active duty (other than active duty for training). "Career" means that you have served, or are obligated to serve, seven or more years' active duty.

- Be recommended for pro pay by your CO.

- Have completed at least 21 months of active service, which must be continuous if it includes any period of active duty for training. Service in any branch of the armed forces counts.

- Have at least six months' continuous active Navy service immediately before the award of pro pay. (If

you are discharged and reenlist within 90 days, you're still eligible.)

- Be serving in a billet identified by the skill for which the pro pay is authorized.

Other provisions and requirements, with a list of eligible ratings and skills, may be found in the instruction. For a detailed review of the pro pay system, see *ALL HANDS*, April and June 1969.

### Volunteers for Vietnam Are Needed, Especially in Vietnamization Program

**E**NLISTED NAVYMEN are needed in Vietnam—and will be for some time to come. About 30,000 are in-country or on non-rotated ships there now; some 2000 are rotated in or out every month.

Especially needed are advisors to the Vietnamese navy, who can teach RVN sailors maintenance and use of the craft and equipment which the U. S. has transferred to our ally.

So you can still expect many benefits if you volunteer for Vietnam duty—and a couple of extras, if you are a PO2 or above with experience as an advisor or in riverine warfare, and you volunteer for a second tour within three years of your first one.

Here's what you can expect if you're assigned to an in-country tour in Vietnam, or duty on board a non-rotated ship based there:

- Preference in consideration for reassignment after your tour.

- Hostile fire pay of \$65 a month (or part of a month, if six days or more).

- Exemption of all your pay—including reenlistment bonuses—from income taxes.

- Special non-chargeable 30-day leave and free transportation to and from anywhere in the Free World, if you extend your Vietnam tour by six months or more. (This applies to men assigned in-country or on certain designated non-rotated ships.)

- Ten per cent interest on savings deposits.

- Transportation of your family and household

Planned for the Navy's temporary lodging.



Another interior view looking toward the front entrance from the kitchen area.



## bulletin board

goods anywhere in CONUS — or, with approval of the Chief of Naval Personnel, to Puerto Rico, Alaska, Hawaii, or any territory or possession of the U. S. — subject to *Joint Travel Regulations*.

- Field advancement (for men assigned in-country).
- Authorized accumulation of up to 90 days' leave.
- Free mail and special customs privileges.
- The Vietnam-Service Medal and the Republic of Vietnam Campaign Medal with device.

If you're a PO2 or above, with experience in riverine warfare or as an advisor, and you volunteer for a second Vietnam tour within three years of the end of your previous tour, you are eligible for the above benefits, plus two other very attractive goodies:

- Your second one-year tour counts double. It will be computed as two years' sea duty for rotation purposes.

- You will be given even higher priority for reassignment to the home port of your choice after your tour. In fact, you will be guaranteed assignment to any of these five areas if you choose it for your next home port: New England, Middle Atlantic, Southeast, Southern California, or Hawaii. If you're Seavey eligible, you will be given preference in assignment to the naval district of your choice.

And if you want an especially challenging and satisfying assignment, you might consider requesting duty as advisor to the Vietnamese navy. The process of Vietnamization — giving the Republic of Vietnam greater responsibility for combat operations — has created a need for advisors in all areas of naval operations. An advisor assignment can be not only a challenge to your technical skills, but also a good chance to get to know the people of another country.

Now for the rules on volunteering.

A volunteer for general Vietnam duty must be male, on active duty, at least 18 years old, in pay grade E-2 or above, with at least six months of naval service before he submits his request.

He must have at least 16 months' obligated service before he is transferred from his present duty, or must extend to the required obligated service. He must pass a physical, and be recommended by his commanding officer as having good character and technical skill.

If you want to volunteer for duty as an advisor, you must meet the above qualifications, except that you must have 18 months' obligated service rather than 16. You must also be a highly motivated, mature petty officer with proven strong leadership qualities, high moral courage, and well developed, quick and sound judgment.

Men from all ratings will be considered for general Vietnam assignment. However, men from the following ratings are especially needed: BM, QM, SM, RD, GMG, ET, RM, YN, PC, PN, SK, DK, SH, CYN, DP, CS, MM, EM, EN, DC, SF, EA, CE, EO, SW, CM, BU, UT, DT, and HM.

For advisor duty, PO2s and above in these ratings are needed: BM, QM, SM, RD, TM, GMG, MN, ET, RM, EN. Qualified PO2s and above of other ratings will



A water color by John Steel depicting U. S. Navy men aboard their river patrol boats.

be considered for billets not requiring specific ratings.

All men ordered in-country will receive three weeks of special training.

Most volunteers ordered to advisor duty will take either a 13-week counterinsurgency course at the Naval Amphibious Base, Coronado, or a 17-week counterinsurgency and riverine warfare course at the Naval Inshore Operations Training Center, Mare Island. Both courses include six weeks of Vietnamese language instruction.

Some qualified volunteers will be given longer language courses — up to 47 weeks — at Washington, D. C., or Monterey, Calif.

You may volunteer for Vietnam duty with a letter to the Chief of Naval Personnel via your CO and EPDO. Details on applying, and a sample letter, are in BuPers Notice 1306 of 14 Jan 1970.

### Here Are Rules for Family Members Concerning Combat Duty Deferments

**E**VERY AMERICAN man must help defend his country. But no one family should have to carry too much of the burden.

For this reason, the Department of Defense will allow you to request a deferment from combat-zone duty if a member of your immediate family has died, has been captured, is missing in action, or has suffered complete disability as a result of service in a hostile-fire zone since 1961.

Two major changes in the policy on family deferments were made late last year.

Service in a specified part of the Republic of Korea now counts as duty in a hostile-fire zone for deferment purposes, as in-country Vietnam service does.

And a Navyman may now be deferred if a member of his immediate family has suffered complete physical or mental disability as a result of duty in a hostile-fire zone. Under the previous rules, only the death, capture or designation as missing in action of a family member could make a man eligible for deferment.

As they stand now, here are the rules on combat



duty deferments:

If a member of your immediate family died, is in a captured or missing-in-action status, or has been 100 per cent disabled as a result of serving in the Republic of Vietnam or another designated hostile-fire area on or after 1 Jan 1961, you may on request be exempt from serving in a hostile-fire area. If you are now serving in a hostile-fire area, you may be reassigned on request.

Your immediate family is defined as including your parents, spouse, children, brothers and sisters. Half-brothers, stepbrothers, and adopted brothers are included, as are half-, step- or adopted sisters.

Another term that requires a definition is "serving in a hostile-fire area." It means shore duty in the Republic of Vietnam; service aboard a nonrotating unit based in Vietnam and operating inshore; assignment as a member of an aircrew (whether it is based ashore or afloat) normally engaged in combat missions and based in Southeast Asia; or duty in the area in the Republic of Korea that has been designated as a hostile-fire zone.

Only service on or after 1 Jan 1961 counts for a deferment; for instance, if your father was killed in the Korean conflict, his death does not exempt you from combat-zone duty unless you are now the sole surviving son of the family.

An exemption from duty in a hostile-fire zone applies only to the types of duty listed above. It does not exempt you from service on a ship or other unit which deploys to the waters off Vietnam on a rotating basis. If, for example, you are assigned to a carrier or cruiser that makes regular cruises to the Gulf of Tonkin, the death of a family member in Vietnam does not give you the right to apply for a transfer—unless, again, the death makes you the sole surviving son.

Here are some other provisions for deferments from combat-zone service:

- If a member of your immediate family (as defined above) is serving in the Republic of Vietnam and you receive orders to in-country Vietnam service, you may request postponement of your transfer until the other family member's tour has ended. (This applies only to Vietnam, not to Korea or other areas.)

- If you are under 18 years of age, you will not be assigned to a hostile-fire area. You may, of course, be assigned to sea duty or to other overseas shore duty.

- If you are the sole surviving son of your family, and if your father or one or more of your brothers or sisters has died, has been captured, is missing in action, or is completely disabled as a result of U.S. military service, you may request assignment to non-combat duty, or in certain cases you may receive an administrative discharge. Detailed information on this provision is in Article 1860100 of the *BuPers Manual*.

- A conscientious objector may request noncombatant duties. However, unless he qualifies for exemption for one of the other reasons mentioned above, he may be assigned to a hostile-fire zone, even though he will not be required to use weapons.

If both you and another member of your immediate family are serving in the Republic of Vietnam, the one who has served longest in Vietnam will receive priority in consideration of his request for deferment.

Anyone who has been assigned a limited duty classification (for example, a sole surviving son) must request specific authorization from the Chief of Naval Personnel before he may reenlist, extend his enlistment, or otherwise obligate himself for further active duty. Conscientious objectors may not reenlist after their first term of service expires.

If you are eligible for deferment from combat-zone service but do not want your assignments limited to noncombat areas, you may request that the restriction be removed.

For more details on combat-zone deferments, see BuPers Instruction 1300.38B.

### Unique Training Is Offered Navymen At Fleet Sonar School in Key West

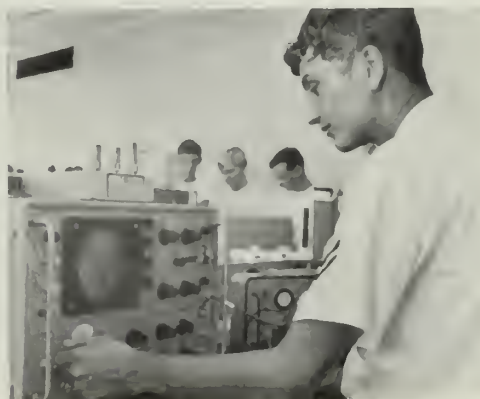
**D**etecting enemy submarines in war and peacetime is one of the Navy's primary jobs. Hundreds of sonar technicians and antisubmarine warfare officers must be trained each year to operate and maintain sophisticated underwater sound detection equipment used on board ships to locate these submarines.

Part of this training is done at the Navy's Fleet Sonar School in Key West, Fla., where officers and enlisted men learn tactical aspects of antisubmarine warfare as well as operation and maintenance of the sonar and fire control equipment.

Located on the Naval Station at the island's southern edge, Fleet Sonar School's \$17-million, four-building complex is staffed by more than 350 officers and enlisted men.

Besides training U. S. Navy personnel, the school every year integrates into various courses more than 100 officers and men of allied foreign Navies. They come from the Far East, Middle East, Europe and all over the Western Hemisphere to study all aspects of antisubmarine warfare. More than 50 nations are eligible to participate in the training program.

**TEST TIME**—Test equipment is used in advanced electronics laboratory at the Fleet Sonar School, Key West, Fla.



## bulletin board

Because of this foreign training program, Fleet Sonar School staff members often find themselves doubling as goodwill ambassadors. They accept responsibility for showing these allies the American way of life, besides teaching them about sonar and anti-submarine warfare.



**TV TEACHER**—Closed circuit TV is prepared for classroom use at Fleet Sonar School.

**T**HROUGH special tours, visits to local, state and national government offices, courtrooms, schools and churches, the foreign nationals learn firsthand of this country's social, cultural, industrial and political institutions as well as its potential for supporting international commitments. Locally, for instance, they visit Key West's newspaper office, a desalination plant which produces fresh water from seawater to serve the town's needs, and Florida Keys Junior College. Some officer students also travel to New York City and Washington, D. C. This week-long trip is included in the schedule of a 10-week course they undergo at Fleet Sonar School.

Experience which foreign nationals get this way extends their education by showing them realistically how our nation and its citizens function. The whole ambassadorial program helps promote the United States' foreign policies, security and general welfare and shows foreign nations how this country can help them improve their own economic development and internal and external security.

The enlisted foreign students are integrated into two of Fleet Sonar School's training departments—Surface-Airborne Sonar Training, and Special Training. The officer Training Department teaches a special foreign officer course. The largest department in Fleet Sonar School, Surface-Airborne Sonar Training, teaches nearly 75 per cent of the 3000 enlisted students graduated each year. It includes Class "A" schools, which stress basic electronics theory and equipment operation, and Class "C" schools, which teach maintenance of sonar and fire control equipments. The Officer Training Department, with courses ranging in length from one to eight weeks, annually graduates most of its students in a basic antisubmarine warfare officer course. The inexperienced junior

officers who attend these classes learn shipboard responsibilities of an ASW officer, such as coordination of ASW weapons systems, supervision of equipment maintenance and repair, and search and attack procedures used in ASW operations.

The Submarine Training Department trains selected enlisted men who have volunteered for duty as sonar technicians in any of the Navy's modern submarines. Courses consist of basic, advanced and functional maintenance of all types of submarine sonar equipments. Upon graduation, these men attend Navy Submarine School in New London, Conn., for specialized training. After that they are assigned to operational submarines.

Coordinating all course materials, instructional methods and examinations is Fleet Sonar School's Standards and Curriculum Division, a part of the Training Support Department. Composed primarily of master and senior chief petty officers, with years of experience at sea with all types of sonar and fire control equipment, this division was created to ensure that all material taught at Fleet Sonar School actually helps Navymen perform their jobs more effectively at sea.

### Services and Benefits Council Is Set Up by CNO As a Retention Measure

**R**ETENTION is a subject that is very much on the minds of Navy officials at times when there is keen competition on all sides for good men. This is one of those times.

Incentives such as reenlistment bonus and guaranteed service school may be enough to sway some men to ship over—but what is even more important is positive action to improve the ordinary things that affect Navymen day after day after day. They include job satisfaction, working conditions, living conditions, person-to-person communications—and morale.

Retention is a subject discussed by the Chief of Naval Operations in OpNav Notice 1700 (29 Dec 1969).

And hereafter, says CNO, there will be a Services and Benefits Council to help ensure that "all programs bearing on the life and service of each Navyman and his family make a positive contribution to career motivation."

Essentially, the directive recognizes that almost every activity the Navy conducts has some influence on Navymen and families. It stressed that every aspect of service life over which the Navy has influence should be managed, or "thoughtfully coordinated," to make the Navy more attractive as a career.

At the local level, where the individual Navyman is actually affected by policies and practices, the Services and Benefits Council will be the "coordinating device."

In summary, here's how this new program will get underway:

#### Council Establishment

It is anticipated that individual Services and Bene-



fits Councils will be established at port locations with a concentration of Fleet and shore-based Navymen who belong to more than one command. For example: Guantanamo Bay, San Diego/North Island, and Norfolk/Little Creek/Portsmouth.

Also, councils may be established at naval stations, naval air stations and naval shipyards not located within large groupings.

For immediate impact and long-range benefit, early adoption of councils by as many major or isolated commands as possible is strongly encouraged.

A flag officer from a fleet command will normally be the council's chairman. Commanders with appropriate staffs may designate flag officers to act as chairmen for the council meetings.

Members of a council should be representatives of key functions and services provided in the area, and each will be someone in authority who can make commitments for action.

The makeup of council would normally include the senior officer present or his senior representative, plus the career motivation officer and senior enlisted advisor.

Membership would also include personnel representing the following areas—which give an idea of the scope of the Services and Benefits Council:

- Fleet commands in the area and their career motivation officers.

- Personnel.
- Disbursing.
- Housing.
- Commissary.
- Exchange.
- Hospital or dispensary.
- Education and training support center.
- Education services.
- Career information center.
- Special Services.
- Public affairs.
- Family Services Center.
- Law center.
- Chaplain.
- Project Transition site.
- Local Navy credit union.
- Wives organizations.
- Navy Relief.
- Red Cross.

#### Council Objectives

In the words of the OpNav notice, the function of the Services and Benefits Council is to coordinate . . . "new ideas, potential incompatibilities, and service problems, which when dealt with independently in the various commands and activities may be less than fully effective or even counter-productive."

The functions of shore activities which affect career motivation, commissary, exchange and dispensary, for example, should support the career counseling and retention efforts of the operating forces.

Some specific objectives:

- Ensure that programs which have a bearing on the life of Navymen support or at least complement each other.

- Create visible actions in career motivation which support career counseling.

- Provide an information link between local commanders and members of the council.

- Coordinate efforts to enhance the position and participation of Navymen in the civilian community.

- Find ways to make the Navy more attractive to the Navy wife.

- Give wives visible evidence of concern for their welfare, and increase their sense of participation in the Navy family.

- Ensure that voluntary services provided by wives are supported at the command level.

Regarding the latter points, the directive recognizes that Navy wives have considerable influence on career motivation. If a council is to succeed, it must motivate the Navy wife as well as the Navy man.

#### Meetings

How often a council should meet and how formal it will be is decided by the convening officer, based on problems peculiar to the area.

Ideally, a council meets as often as necessary to take positive action. However, it is noted that in areas with large Navy concentrations, a council may not find it feasible to meet more than four times a year.

Other details on the Services and Benefits Council program are contained in OpNav Notice 1700 (29 Dec 1969).

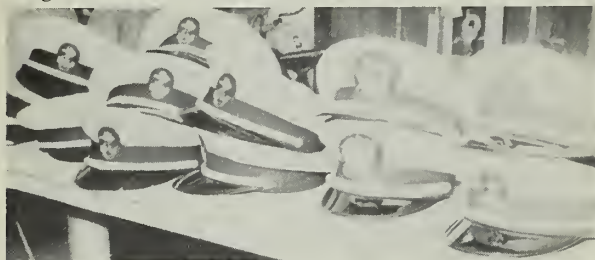
A Second Class Aviation Ordnanceman raises his right hand and takes his reenlistment oath for another tour of duty.



## bulletin board

### Some Enrollment Procedures Changed For NROTC College Programs

Certain enrollment procedures have been changed for the Regular Naval Reserve Officer Training Corps (NROTC). Also, beginning with the 1971 school year, it will be known as the NROTC College Scholarship Program.



Here's some basic information for aspirants wishing to become among the 1700 selected candidates.

The scholarship consists of a four-year subsidized college education during which the Navy pays tuition and associated fees, provides textbooks and midshipman uniforms, and pays the student a \$50 per month subsistence allowance to help defray the cost of room and board.

Applicants must be high school graduates or seniors who are at least 17 years of age but who will not have reached their 21st birthday by 30 June of the year they plan to enroll in the program.

An estimated 20,000 young men will apply for the 1971 program. Their selection will be considered on the basis of scores obtained on one of two aptitude tests. These are the Scholastic Aptitude Test (SAT) offered by the College Entrance Examination Board, Princeton, N. J., and the American College Test (ACT) written by the American College Testing Program facility in Iowa City, Iowa. The Navy College Aptitude test (NCAT), previously used in the NROTC selection process, has been discontinued.

Between now and 31 Dec 1970, applicants for the 1971 program should make arrangements with the appropriate testing facility to take either the SAT or ACT examination, at their own expense. Students desiring to participate in the NROTC College Scholarship Program must apply between 1 April and 1 Dec 1970, in accordance with the 1971 *Bulletin of Information* which will be distributed to the Recruiting Service in April.

Inasmuch as applications must be received by 1 Dec 1970, applicants are urged to arrange to take either the SAT or ACT on testing dates before the December 1970 test dates. Scores from the December 1970 test dates may be used if received early enough; however, there is no guarantee that December scores will be received in time to allow for processing.

Students who wish to compete for this scholarship should contact their high school counselor, the nearest Navy Recruiting Station, or write to the Chief of Naval Personnel, Pers-B6411, Department of the Navy, Washington, D. C. 20370, for a brochure and application blank.

### Better Check Your SGLI Policy Beneficiary May be a Surprise

Life insurance policies, like most other things should be reviewed periodically to make certain they provide a degree of financial security for the beneficiary you designate. But do you know who your beneficiary is?

In most commercial and some government policies, the beneficiary is specifically named. This procedure, however, is not followed in Serviceman's Group Life Insurance (SGLI).

Unless otherwise specified, these policies are automatically paid to the deceased serviceman's: widow; if no widow survives, to the child or children in equal shares; if there are no children, to the serviceman's parents in equal shares; if no parents, a duly appointed executor or administrator of the insured's estate; or, if no executor or administrator has been designated, to other next of kin.

If you are participating in SGLI and your intended beneficiary doesn't fall within the established order of payment, you should file a beneficiary designation form.

If, after once designating a beneficiary, you want to come under the automatic beneficiary provisions of SGLI, obtain a VA Form 29-8286 and, in the space designated for the beneficiary's name, write "Cancel prior designation."

Those who wish to make a new specific designation of beneficiary should file a new VA Form 29-8286.

Remember, you only really need to have a specific designation of beneficiaries if you want insurance proceeds to pass in a manner other than as provided by the law.

### Free Auto Tags Offered for Alabama Residents Serving on Active Duty

Here's a new fringe benefit for residents of Alabama: free automobile license tags.

As might be expected, there are ifs involved. These are listed in SecNav Notice 5840 (19 Dec 1969).

You may receive the free auto tag if you:

- Are on active duty in the U. S. Armed Forces.
- Entered active service from Alabama.
- Were a resident of Alabama at the time you entered the service.
- Are a resident of Alabama at the time you claim the free tag.

You generally are considered a resident of Alabama if you are domiciled there or claim the state to be the true, fixed and permanent home to which you intend to return.

Your absence from the state under military orders does not alter your status as a resident.

If otherwise eligible, you need not be physically present in the state to apply for the free license tag. A letter of certification from your Commanding Officer or Personnel Officer will suffice as proof of your residency. The letter should accompany your application for the free tag, and should be addressed to the license commissioner of your home county.



## Quals, Assignment Procedures Revised For Officers in the Nuclear Navy

**B**UPERS Instruction 1540.40C has made several policy changes regarding qualification and assignment of officers in the nuclear propulsion program. The changes provide for:

- Elimination of the requirement to serve six months as an engineering department division officer just before the engineer officer exam.
- Reduction of the minimum number of engineer officer exam candidates for each nuclear ship to one a year.
- Recognition of the course for prospective engineer officers offered by submarine force commanders.
- Earlier identification and longer-range programming of engineer officer exam candidates.
- Clarification of requirements for taking the pre-XO reactor safeguards exam.
- Qualifications for nuclear trained warrant officers and LDOs.



Check your opportunities for Nuclear Navy duty.

Except for these changes, the requirements for both officers and enlisted men in the nuclear power program remain substantially the same as outlined in the previous instruction, BuPers Inst. 1540.40B.

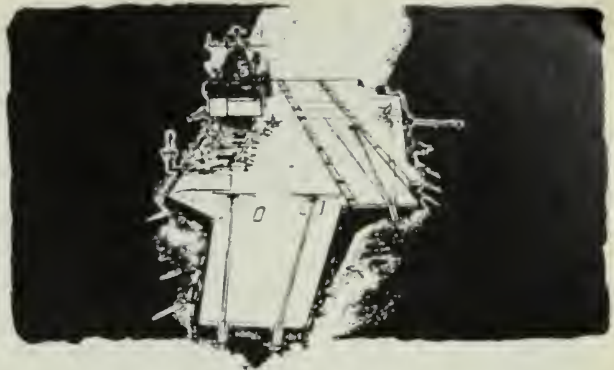
To gain initial nuclear power qualification, officers and enlisted men must complete a one-year course—six months' academic work at one of the Navy's nuclear power schools and six months' operational training at a nuclear power training unit.

For officers who hope some day to command a nuclear ship, the next step is to qualify as engineer officer. To be eligible for the Atomic Energy Commission engineer officer exam, an officer must be nuclear trained; must have qualified as engineer officer of the watch in a Navy nuclear propulsion plant; and must have served at least a year as an engineering department division officer in a nuclear ship. (However, the year need not be continuous, nor must it be served immediately before the exam.)

Additionally, submarine officers must be designated "qualified in submarines." Preparation for the exam is essentially an individual effort, although submarine officers may take advantage of the optional prospective engineer officers' course offered by the submarine force commanders.

Finally, whether in subs or on surface ships, he must be recommended by the CO of his current nuclear-powered ship, nuclear power school, or nuclear power training unit.

All prospective XOs from year groups 1961 and



USS Enterprise (CVAN 65).

junior must either have qualified as a nuclear engineer officer or passed a reactor safeguards exam administered by the AEC. To be eligible for the reactor safeguards examination, an officer from these year groups must have been assigned, not at his own request, to duties which have kept him from qualifying as an engineer officer. For example, some officers have reached the seniority required for an XO assignment without having had the opportunity to complete all the requirements for engineer officer. An alternative has been made available for these officers.

In either case, he must be nuclear qualified, qualified as engineer officer of the watch on a nuclear ship, and recommended for an XO assignment by the CO of his present (or last) nuclear ship.

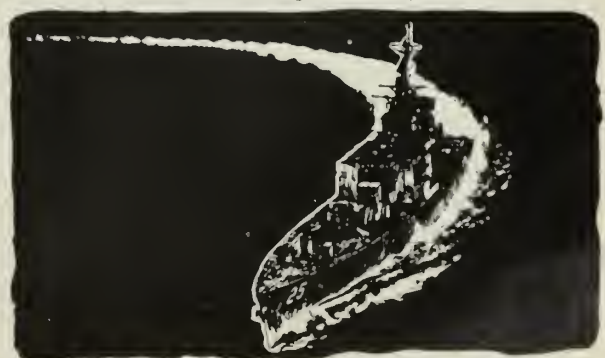
Prospective commanding officers of nuclear ships (and prospective XOs of some surface ships) must complete a special AEC course before assignment as CO.

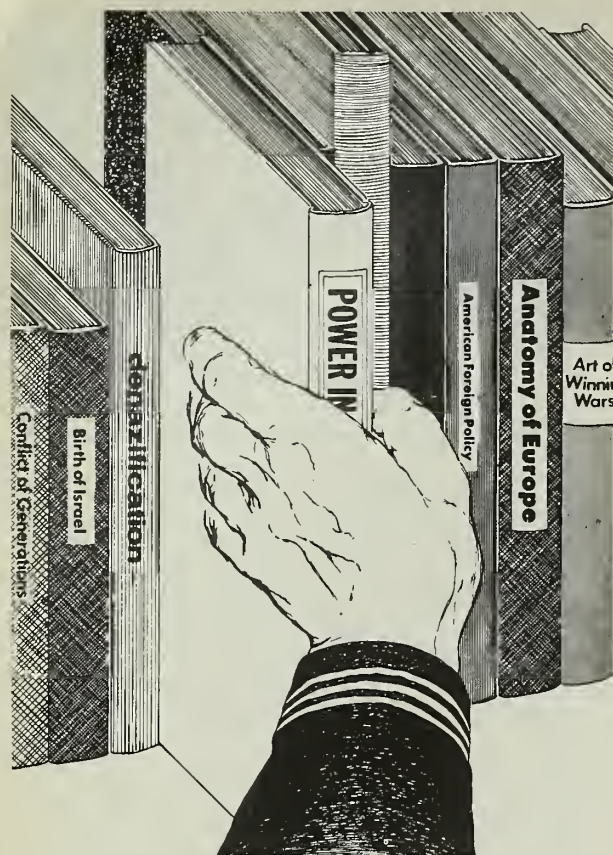
Warrant and limited duty officers will be considered for further assignments in the nuclear propulsion program only if they were designated as nuclear trained (enlisted) at the time of their original warrant or LDO appointment, and selected after interview by the Director, Division of Naval Reactors, AEC.

Enlisted men in the nuclear propulsion program become nuclear qualified by successfully completing the one-year course, and must be assigned an NEC in the 335X or 338X series as provided for in BuPers Inst. 1220.32 series.

Details of policies respective to qualification and assignment in nuclear power are in BuPers Inst. 1540.40C.

USS Bainbridge (DLGN 25).





principal arguments for and against ABM systems are presented.

*Disarmament and Soviet Policy, 1964-1968*; T. B. Larson — Russian leadership following Khrushchev has largely abandoned the policy of championing disarmament, according to author Larson. Real progress was and is unlikely, with agreements actually reached affecting peripheral rather than central matters. The author makes the observation that neither great power has found total security in armament and has had, of necessity, to turn to arms limitations and disarmament as the only alternatives.

*Naval Policy Between the Wars, I: The Period of Anglo-American Antagonism, 1919-1929*; S. Roskill — The increasing power of Japan was a concern to both the U. S. and England, but their relationship was such as to inhibit either from making adequate preparations to counteract Japan's naval strength.

*The War Business, The International Trade in Armaments*; G. Thayer — As most nations must buy the arms they believe they need, an understanding of how, where, why, from whom, and at what cost the weapons are bought is highly useful in assessing the military capabilities of such nations.

*German Navy in World War II*; E. P. Von der Porten — The problems of fighting effectively as the weakest of the contesting navies were well-nigh unresolvable, but the men and ships fought and performed well. Many of Germany's naval leaders of the time provided information for this study.

## FROM SECNAV

# GOOD READING

**S**ECNAV (through the SecNav Reading Program Committee) takes considerable trouble to compile periodically a list of books and articles which every Navyman, officer and enlisted, is urged to read. They are all timely and significant, and some of them are quite readable. Each will help you keep abreast of the rapid changes in the national and world situation.

Here's the most recent list, as contained in SecNav Inst 1520.5B, with a brief description of each title offered.

### Arms and Armament

*Soviet Sea Power*; Center for Strategic and International Studies — Coverage is given to naval forces, merchant fleet, fishing and intelligence fleet and oceanography. Russia is making a determined effort and the results are all too successful, says this study.

*Anti-Ballistic Missile: Yes or No*; Center for Study of Democratic Institutions — Two authorities speak for, and two against, an ABM defense system. The

*Nuclear Proliferation*; W. B. Wentz — In general, diffusion of atomic weapons is beyond effective control — treaties, wishes and conferences notwithstanding, says Wentz. The implications for American policy of this finding, the author believes, point to necessary adjustment if the U. S. is to avoid estrangement from and containment by a nuclearized world.

### Asia and Southwest Pacific

*Anatomy of a Crisis: The Laotian Crisis of 1960-61*; B. B. Fall — U. S. unfamiliarity with Southeast Asia led us into a series of decisions in Laos which presaged events in Vietnam and, to a degree, determined them. Fall gives his analysis of what really happened in Laos.

*Australian American Alliance: Costs and Benefits*; H. G. Gelber — Australia's security policies are closely linked to those of the U. S., and it is obliged to consider constantly the effects of changes in U. S. policy and to debate the advisability of lessening or strength-



ening that linkage. Written from the Australian viewpoint.

*Toward Disengagement in Asia*; B. K. Gordon — Gordon proposes a series of actions to achieve stability, multi-polarity and reduction of tensions caused by direct confrontation of the U. S. and regional Asiatic powers.

*America and East Asia*; R. Harris — This Far East specialist argues that East Asia (China, Korea, Japan, Vietnam) is different from the rest of Asia and from the West. Failure of the U. S. to recognize this fact and to rely on it in policy determination may mean a long, long war.

*Issues in the Future of Asia*; Edited by R. Lowenthal — Vietnam may be considered, in one sense, only a symptom of a much larger malaise. Asia must adjust and respond to pressures for change coming from several directions at once. This group of papers examines into the stresses to be encountered by the necessity of choosing between communist and non-communist ideologies.

*Okinawa: A Tiger by the Tail*; M. Morris — The land, the people, the past, and the problems of Okinawa are described, along with the approaches which might be taken to resolve the question of what happens to Okinawa and the U. S. bases there.

*Time Out of Hand; Revolution and Reaction in Southeast Asia*; R. Shaplen — An excellent survey of the nations of Southeast Asia in their current states. Shaplen feels that events have outraced the ability of the U. S. to respond properly and proportionately, but this is not necessarily a reason for complete withdrawal.

#### Europe

*Anatomy of Europe*; A. Sampson — Sampson is able to relate diverse elements, to recognize the importance of the seemingly trivial and innocuous, and to give meaning to diffuse movements.

*Awakening from History*; E. Taylor — As a Paris correspondent, Taylor ponders the meaning of significant events he has observed in the past 40 years. He writes not simply to record the things he has seen and done, but to explain what they meant to him initially and what they came to mean later in the perspective of time.

#### Foreign Policy

*Transformation of American Foreign Policy*; C. E. Bohlen — In the years following World War II, the U. S. crossed the line between isolationism and world involvement. What caused this change and what happened to U. S. foreign policy since is the subject of Bohlen's discussion.

*International Conflict for Beginners*; Roger Fisher — Not everyone can help negotiate solutions to international conflicts, but almost everyone does negotiate or support negotiations of some kind. A refreshing introduction to a skill much in demand.

*The Soviet Approach to Negotiations*; Selected Writings — This one describes, on the other hand, the

difficulties to be encountered in negotiations. Ten Westerners and four Russian sources bear witness to the quite different intentions and attitudes toward negotiations of the Soviet government.

*American Foreign Policy*; H. A. Kissinger — In three essays, Kissinger discusses foreign policy in terms of domestic influences, overreaching considerations, and negotiations over Vietnam.

*A New Foreign Policy for the United States*; H. Morgenthau — Morgenthau feels that U. S. foreign policy is attuned to an unreal world, one which ceased to exist some time ago. He suggests a set of principles which should guide and form our present policy.

#### Latin America

*Castro, the Kremlin, and Communism in Latin America*; D. B. Jackson — Jackson finds Castro and Russia involved in a contest for leadership rather than comrades in arms.

*Dagger in the Heart*; M. Lazo — A disillusioned man, Lazo believes that the results of recent U. S. actions have been to establish a sanctuary for Castro and a protected staging area for communist infiltration of Latin America. Nevertheless, he foresees the eventual collapse of Castro's regime.

#### Management

*Mastery of Management*; Auren Uris — Uris has much to say to military executives, particularly young officers, about the practice of leadership in a rapidly changing environment.

#### Middle East

*Birth of Israel*; H. Feis — An understanding of just what miraculous diplomatic combination enabled Israel to achieve legitimate, recognized existence is essential to an understanding of current difficulties. Feis explains that combination well.

*Soviet-American Rivalry in the Middle East*; J. C. Hurewitz, ed. — The U. S. and Russia are at odds in various aspects of regional policy. These papers, stemming from a conference sponsored by the Academy of Political Science, provide a view of the rivalry, its current status, and its possible lines of development.

*Middle East Politics — The Military Dimension*; J. C. Hurewitz — Essentially a military geography of the Middle East. Each state receives individual attention and separate chapters cover such elements as historic backgrounds, arms races, and U. S. options.

#### Russia

*Power in the Kremlin*; M. Tatu — Indispensable to those who would try to understand the inner workings of Russia in the '60s. Helps in understanding the actions of the present government.

#### Social Psychology

*Denazification*; C. Fitzgibbon — Men fight primarily against ideas rather than people, says Fitzgibbon. But, having won, how does one go about eradicating the ideas? Reconstruction is usually a difficult job, as

this review of denazification in Germany indicates.

*Prejudice, U. S. A.*; C. Glock & E. Siegelman, editors — The theme discussed by the authors is that the United States, as a nation, is afflicted with both prejudice and discrimination; yet is officially dedicated to their elimination. That this will not be easy to achieve is made clear in this volume.

*Responsibility in Mass Communication*; W. L. Rivers & W. Schramm — In its revised edition, this continues to be an excellent introduction to the role of the mass media in our society.

## Student Unrest

*Confrontation, the Student Rebellion and the Universities*; Daniel Bell & Irving Kristol, editors — Some of the crises at American universities are analyzed in separate studies in this collection, while other papers deal with such general problems as the generation gap. A useful introduction to a most serious problem area.

*Conflict of Generations*; Lewis S. Feuer — An analysis of the history of student movements in the Western nations in support of the author's hypothesis that generational conflict results when the older generation loses its authority and credibility. As a universal theme, says Feuer, the conflict of generations is lit by idealism and characterized by an irrational drive to disaster.

## War in Many of Its Forms

*Truth Is the First Casualty*; J. C. Goulden — Just what happened in the Gulf of Tonkin incident, and

### Signature Authority Granted Master And Senior Chiefs in Some Instances

Master and senior chief petty officers: fill your pens. The word has been passed. If so delegated by your commanding officer, you are now authorized to sign certain administrative paperwork, officially.

The announcement was made on 15 January through BuPers Notice 5210. In it, BuPers authorizes COs to delegate "signature authority" to master and senior chief petty officers within their command.

This means that MCPOs and SCPOs are authorized to sign such documents as service record entries, discharge certificates, separation forms and enlisted orders written in the field. They may also initial facsimile signature stamps, and sign leave papers, liberty passes and identification cards as issuing or authorizing officer.

However, the delegation of signature authority to master and senior chief petty officers may not be extended to signing "by direction" correspondence dealing with the accountability of public funds, the administration of oaths of enlistment or signing correspondence or orders to officers.

Appropriate changes to the *BuPers Manual* (specifically, Articles 1810180, 1810200, 3020300, 3030200, 3850160, 4620150, 5030100, and 5030120) are forthcoming.

the effects on the course of the war in Vietnam, on administration/Congressional relations, on future naval policy, and all the rest, are the subjects of this study. Goulden is inclined to question what really took place and if it did occur, as reported, he says the enemy was conned into it. In any event, he makes the charge that the incident seriously eroded Americans' faith and belief in their country's leadership. Obviously a critical book.

*The Way We Go to War*; Merlo J. Pusey — Pusey feels that the Congress has allowed presidents to usurp its authority to declare and conduct war. He makes a number of debatable recommendations, including a War Powers Act which would set limits to Presidential power and require congressional approval in certain instances.

*The President and the Management of National Security*; K. C. Clark & L. J. Legere, editors — Every President since WW II has had to cope with the problem of how to organize and apply decisions which affect national security. There's just too much of everything. Each has sought a personal solution keyed to his own policies, outlook, mode of administration and system of priorities.

*Art of Winning Wars*; J. Mrazek — Mrazek develops the thesis that creativity is the key to military victory and that guerrillas are more creative than regular forces. He asks for greater creativity in our military organizations.

*Intelligence at the Top*; K. Strong — As the head of intelligence for the Supreme Allied Command in WW II, Strong was in a position to observe major leaders and to relate the tasks of intelligence to operational needs.

## Borrowing Books by Mail

The books recommended here are available through shipboard libraries and the general libraries at shore bases insofar as funds are available. Individuals may borrow books on the list by mail, directly from the following Navy Auxiliary Library Service Collections:

- Chief of Naval Personnel (Pers-C46), Department of the Navy, Washington, D. C. 20370, for personnel in Northeast, European, Mediterranean, and Middle East areas.

- Commanding Officer, U. S. Naval Station (Library-ALSC), Bldg C-9, Norfolk, Va. 23511, for personnel in Southeast and Caribbean areas.

- Commanding Officer, Naval Station (Library-ALSC), San Diego, Calif. 92136, for personnel in Midwest, Southwest, and Pacific Coast areas.

- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 20, FPO, San Francisco, Calif. 96610, for personnel in Central Pacific area.

- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 174, FPO, San Francisco, Calif. 96630, for personnel in the Far East and the Marianas.



### AFTA: A School in Avionics at NAS Memphis

The initial class of the Advanced First Term Avionics program has been graduated at NAS Memphis.

The 26-week AFTA course provides training in electronics theory, circuit analysis and test equipment.

Graduates are said to be qualified to perform the technical duties of petty officer 2nd class in any of the ratings which compress to Avionics Technician (AV) at the Master Chief Petty Officer level. These are Aviation Antisubmarine Warfare Technician (AX); Aviation Electronics Technician (AT); Aviation Fire Control Technician (AQ); and Aviation Electrician's Mate (AE).

Training under AFTA provides automatic advancement to petty officer 3rd class after completion of AV "A" school. Next is the new AFTA course, followed by class "C" school.

The AFTA course is divided into six weeks of specialized training in either the AQ or AT ratings, plus 20 weeks of advanced avionics training.

Most of the current AFTA students were recruited from AV "A" school, but the course already is attract-

ing Navymen from elsewhere. For example, 40 of the students were recruited for AFTA before they enlisted or during boot camp.

The students themselves testify to the quality of the new training. AQF3 Michael W. Comfort earned an associate degree in electrical technology from an eastern university before entering the Navy.

"My college training provided a general background, but I wanted to concentrate in one field. AFTA tops any college training I've seen."

AQF3 Gary R. Iversen said the final phase of the course, avionics maintenance, impressed him the most.

"During this phase you do practical work. You actually work with the theories and skills you have learned."

Petty Officer Iversen holds an associate degree in general applied science from American River College, Sacramento.

Eventually there will be a weekly input of 43 students into the new course, with approximately 1000 trainees on board at all times. The instructor staff will number about 170.

## Uniform Changes: Pockets for White Trousers, UDT and SEAL Insignia

Have you ever been troubled with a lack of pocket space to hold needed personal articles? The Navy Uniform Board recognizes that the majority of enlisted personnel have faced this problem with the present white trousers and has moved to remedy this situation.

The Chief of Naval Operations has recently approved side pockets, back pockets and a zipper-fly front for the conventional white trousers now worn by enlisted personnel below Chief Petty Officer.

The process of ordering and stocking the new bell-bottoms has begun. It normally takes in excess of one year for the supply to reach the shelves in your clothing and small stores. The present style trousers will, of course, remain regulation until stocks are exhausted.

These additional uniform changes were also announced in BuPers Notice 1020 of 22 Nov 1969:

- Officers may now wear the reefer (the short overcoat similar to the enlisted man's peacoat) with either the working or service dress blue uniforms. If local regulations allow, it may be worn off base as well as on.

(The reefer is an optional uniform item for officers. It is also issued to Naval Academy midshipmen.)

- Breast insignia for SEAL and UDT personnel have been approved. The UDT pin consists of a crossed anchor and trident with an old-style pistol. The SEAL insignia is the same, but with a spread eagle behind the anchor. Officers' insignia will be gold, enlisted men's silver. The pins will soon be available through many Navy Exchanges and commercial sources.

- Officers may now wear the full dress uniform without the sword on certain occasions when the

proper authority considers wearing the sword "inappropriate or undesirable." For example, officers on platforms or stands at ship launchings might be directed to omit the sword, or those participating in ceremonies in churches, where swords have been properly left in the vestibule in the past.

Provisions of the notice are to be incorporated in *Uniform Regs.*



UDT Insignia



SEAL Insignia

# Letters to the Editor



## Sea Duty for ET B Graduates

SIR: I am attending an ET Class B School and, for planning purposes, I would like to know if B School graduates must return to sea duty regardless of their Seavey-Shorvey status.

I would also like to know if it is possible for a Navyman to refuse one set of orders and request another.

—G. I. H.

• *Students of ET Class B Schools are usually assigned ashore immediately after graduation only if there is an urgent need which can't be met by assigning men still at sea or others who might be eligible for Seavey.*

*Inasmuch as the odds are against an overwhelming need for your services ashore, you probably would be wise to plan on a return to sea duty upon graduation regardless of your Seavey-Shorvey status when you were assigned to Class B School.*

*We might add that most students of Class B ET School are assigned to sea duty after graduation. However, after 12 months aboard their new command, they are eligible for assignment ashore.*

*If you want to look up the official word on the subject, you can find it in Article 12.82 of the "Enlisted Transfer Manual" which says school graduates may be returned to sea even if Seavey-eligible when first assigned to school.*

*With regard to rejecting one set of orders and holding out for another which may be to your liking—we advise against it.—Ed.*

## AX Rating Is Alive and Well

SIR: Since I have more than one question, perhaps the best approach to this letter is to list them. They all pertain to the same subject—the Aviation Antisubmarine Warfare Technician (AX) rating.

First: Is the AX rating going to be disestablished?

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Secondly: Since many AX personnel have changed to AQ, AT, and AW ratings, will the complement percentage figures be reevaluated for a new pro pay level?

Thirdly: Will the AX rating become eligible for recruiting duty in the near future?—AXCS G. E. R., USN.

• *No. No. And a possible Yes, in that order. However, the AX rating controllers give this more detailed explanation.*

*At the time the Antisubmarine Warfare Operator (AW) rating was established, many AX billets were changed to AW billets and AXs were invited to convert to the new rating. As a result, nearly all AW billets were filled by former AX personnel at the outset. However, the AX rating is still in.*

*This shift has not reduced the number of AXs to the critical-need level, and so the rating was removed from the list of eligibles for variable reenlistment bonus and proficiency pay (P2-\$75), effective 1 Jul 1969.*

*Although the AX rating is not included in the ratings eligible for recruiting duty at this time, it may become eligible during the current reappraisal of the rating. In fact, some AXs have been recently assigned duty as recruiters, but only on a trial basis.*

*Meanwhile, the AX rating will continue to be part of the Aviation Antisubmarine Warfare Program, and those holding the rating will perform*

*a role similar to that performed by the AQ rating in attack and fighter squadrons. That means maintaining the mission hardware with the emphasis placed on ASW equipment.*

—Ed.

## O'Bannon and Her Potatoes

SIR: I'm in the middle of a heated argument with several disbelieving fellow instructors about one of my previous duty stations, USS O'Bannon (DD 450), which is being decommissioned this year.

I know for a fact that she was credited with the sinking of a Japanese submarine during World War II—using Maine potatoes as her ordnance. The Potato Growers Association of Maine even donated a plaque for the ship's quarterdeck commemorating the event.

I hope you will back me up by printing the true story on this. The most emphatic nonbelievers, as you might guess, reside in the submariner ranks.—ST1 A. O. H., USN

• *This tale has been circulated rather widely, as all good sea stories are, in several versions. Also like most of them, it isn't true.*

*O'Bannon did (perhaps) sink a sub, or at least damage it. As a matter of fact, we understand that the potato growers' plaque is real, too. But there's no indication in any official records that she ever used potatoes anywhere but the wardroom and mess decks.*

*Yours is the first version we've come across that claims the sub was actually sunk by a potato barrage. As usually told, the story goes this way:*

*O'Bannon caught the submarine RO 34 on the surface on 5 Apr 1943 in the Solomons. Her gunfire damaged—or blasted off, depending on which account you read—the sub's conning tower. The Japanese skipper maneu-*



tered his boat in close to the destroyer, too close for the DD's guns to be brought to bear, and enemy sailors began pouring out of the hatches, firing small arms at the ship.

All of O'Bannon's small arms were in the armory below decks, the story says, so the crew began throwing potatoes at the Japanese. They knocked one enemy sailor off the sub into the water, and frightened the others into thinking that the spuds were hand grenades, so many of them jumped over the side. In the confusion, the destroyer was able to move off and sink the sub with her 5-inch guns—using regulation ammo.

We must admit, that version of the story strains our credulity less than your claim that the tubers sank the sub. With minor variations, it has appeared in several unofficial published accounts. But as far as we can tell from available records, it isn't true either.

O'Bannon turned in an action report on the incident which made no mention of potatoes. According to her official history, she did catch the sub napping on the surface, and scored hits on the conning tower—with guns, not potatoes. But the enemy vessel submerged, and O'Bannon made three depth-charge runs to sink it.

Postwar research has cast considerable doubt on whether O'Bannon really sank the sub, or just damaged it. USS Strong (DD 467) is now generally credited with sinking RO 34 on 7 Apr 1943, although O'Bannon was originally awarded a battle star for the deed.

One very good reason for this revised judgment—Imperial Japanese Navy records show that RO 34's final radio transmission was received on 6 April—the day after O'Bannon was reported to have sunk her.

However, O'Bannon was involved in one more antisubmarine action in the war. On 31 Jan 1945, west of Mindoro, she engaged the sub RO 115 in company with two other destroyers and a DE. The sub was underwater when the action began, and was sunk with depth charges and hedgehogs. Nothing else. No vegetables.

Two other WW II incidents, both in the Atlantic, bear some similarity to your story.

USS Borie (DD 215) engaged the German sub U 405 on 1 Nov 1943 in a surface duel. The destroyer finally rammed the U-boat. While the two vessels were locked together, their crews fought it out at pointblank range with hand weapons. Some of Borie's crew threw empty shell cases; one fired a Very pistol at the sub's bridge. The DD later sank the sub.

And on 6 May 1944, USS Buckley (DE 51) attacked and rammed U 66 in the South Atlantic. The ships were locked together and couldn't bring their guns to bear. The sub's crew tried to board Buckley; in a melee on the DE's forecastle, the Americans hurled empty shell cases, coffee mugs and anything else that could serve as missiles at the Germans. They finally prevailed, taking 10 of the would-be boarders prisoner.

The vessels separated, the U-boat rammed Buckley again, and the DE hit the sub with pointblank gunfire while her crew threw (real) hand grenades down the conning tower. Flaming fiercely, the sub pulled away, sank almost immediately, and exploded underwater.

One of these true stories may have evolved into the story you tell. Scuttlebutt does stranger things every day.

Irish potatoes for a ship named O'Bannon? It does make a fine story for sure. But we must say, with our friends in the Naval History Division of OpNav backing us up, that it appears to be pure blarney.—Ed.



**AVIATORS' LADDER**—Shown here are Navy pilots Jim Swanson and John Leonord after their plane lands on the flight deck of USS Coral Sea (CVA 43)

New ammunition ship USS Butte (AE 27) is now providing service to ships of the U. S. Atlantic Fleet.





USS BUSHNELL (AS 15) is not stranded in the middle of a prairie as the photo appears to indicate. She is actually anchored, with water under her keel, near Pilattawn, La., providing supplies and aid to Hurricane Camille victims.

## Advancement Factors

SIR: In the past few years I've talked to many senior YNs and PNs about the factors which determine whether or not a man is advanced.

All seem to agree that a curve is used to grade the advancement exam, based on the individual who makes the highest score. I've also heard that a man who fails the military section of the exam has automatically failed the whole test.

Is my understanding on these points correct? I think all your readers would be interested in information on the subject.—YN1 W. E. M., USN

• We do too. There aren't many subjects that produce more messdecks speculation than advancement.

The "Advancement Manual" is designed for use by local commands, so it gives hardly a clue about how the Navy decides that one man is advanced and another isn't.

To get the official word on what factors determine advancement, we wrote to the Naval Examining Center, NTC Great Lakes. Here's the gist of their reply:

Most scores in a given examination will be bunched around a certain level—the "mean score," which is the

score that has an equal number of other scores above and below. On an especially difficult test, the mean score might be 40 (that is, half the men taking the test scored above 40 and half scored below). For an easier exam in a different rate or rating, the mean might be 60.

A curve is constructed for each rating and pay grade individually, based on this mean score (not on the highest score). "Raw scores"—the scores made by the men taking the test—are translated into "standard scores" on the curve, with the mean score counting 50 in the standard scale, no matter how high or low it is in raw form.

As we've pointed out, the curve is a separate one for each rate, taking into account the difficulty of the test. A man going up for GMT2 is competing only against other men who are trying for GMT2, not against men taking exams for BM2 or GMTC. If he does better than average for the GMT3s taking the test, he'll have a standard score over 50; for instance, if he answered 90 of the 150 questions correctly and the mean score was 80, he'd be in the top half of the test results—even though his raw score is only 60 per cent.

Advancement opportunity is then

computed by determining each test passer's final multiple. Computation and the weight assigned to each of the final multiple factors is as follows:

Maximum Points Allowed	Factor	Weight (in percentage)
80	Exam Score	43
50	Performance	27
	(Averages of marks)	
20	Total Active Service (One per year)	11
20	Time in Present Grade (Two per year)	11
15	Awards (Specified Pts/Medal)	8
—	—	—
185 points maximum possible		100

As you can see, the examination score is heavily weighted, but a man could make a rather poor score on the exam and still have a high final multiple. However, he must make a passing score on the test or he won't be eligible for advancement, no matter how high the other parts of the multiple may be.

In ratings in which more candidates pass the exam than the Navy needs, the men selected for advancement are the ones with the highest final multiples. On the other hand, in ratings without any quota limitations, everyone who passes the exam is advanced, and the final multiple is used to determine in which month you will be advanced. The highest multiples are advanced first.

As for your question about the "military section" of the exam: we assume you're referring to the tests for PO1 and CPO, in which military questions are included in the same test with professional items.

In these exams, "failing" the military section does not necessarily mean failing the whole test. The overall score is what counts. Since there are only 30 military questions in the 150-question exam, a man who did well on the 120 professional questions could make quite a respectable score, even if he missed most of the military section.

However, it's a different matter for the lower pay grades. Candidates for PO3 and PO2 must pass a separate military-leadership exam before they can be eligible to take the professional test for advancement.—Ed.



## Overseas Waves

Sir: I understand there are Wave billets in Europe and Hawaii. Are any of these for Hospital Corpsmen? I'm interested in overseas duty, but thus far have been unable to locate a listing of Wave HM billets.

Is there such a list?—HM3 D. H. K.,  
USN.

• There is no such list, since billets are not identified as Wave billets, except for certain key billets connected with recruiting, administration and training of enlisted women which are filled by selected petty officers.

A Wave may be assigned to fill any vacant billet for which qualified, in any rating in which women serve. At present, there are a number of Waves stationed in Europe and Hawaii, including Waves in the HM rating.

Chapter 14 of the Transfer Manual explains assignment and rotation policies for enlisted women. Here are some pertinent points on the opportunity for overseas duty:

—Waves are assigned principally to commands within the continental United States and are not subject to sea/shore rotation. Enlisted women also are assigned to selected overseas



USS Green Bay (PG 101) is shown underway to commissioning at Boston Naval Shipyard.

areas suitable to the assignment of women.

—Overseas duty is considered special duty and falls under special Wavevey assignment procedures (article 14.7, Transfer Manual).

—After a minimum of one year at your current duty station, a request for special overseas assignment may be forwarded to the Chief of Naval Personnel (Pers-B2114) on the Enlisted Transfer and Special Duty Re-

quest (NacPers 1306/7).

—The request must contain the Commanding Officer's endorsement concerning qualifications and suitability for this special duty. The request must also be addressed via the appropriate Enlisted Personnel Distribution office.

—The normal tour for Waves assigned overseas is two years. You must have sufficient obligated service to complete the overseas duty.—ED.

### Technical Writer and Adviser Billets

SIR: According to the *Enlisted Transfer Manual*, Technical Writer/Advisor billets must be filled through a request for instructor duty.

Is there any provision whereby assignment as a TW/A only may be requested?—SKC A. W. B., USN.

- TW/A billets may be requested by one of two methods: either by individual request or by indicating your wishes when you submit your Seavey data card. If selected, you will be ordered via instructor school.

However, don't make any firm plans until your request is approved.

To give you some idea of the limited numbers, here's a list of the billets by rate and rating at the two activities in the Navy which have the greatest demand for Technical Writers/Advisors.

In the left column are listed those rates required at the Training Pub-

lications Division in Washington, D. C., where the "Blue Book" training manuals are written.

On the right are listed those bil.

lets at the Training Publications Center in Memphis, where the aviation "Green Book" training manuals are prepared.—ED.

TPD Washington							TPC Memphis	
Rate							Rate	
	E-7	E-8	E-9	E-7	E-8	E-9	E-7	E-8
BT	2	1	GMT	1				
BU	1		IC	1	1		AB	2
CS	1		JO	1			AC	1
CM	1	1	LI	1			AD	1
DC	1		ML	1			AE	1
DP	1		MM	1	1		AG	1
DS		1	MT	1			AK	1
DT	1	1	OM		1		AM	3
EA	1		PN	1			AO	1
EM	1		QM		1		AQ	1
EN	1	2	RD	2	1	1	AS	1
EO	1		RM	2	1		AT	1
ET	1	1	SF	1			AW	2
FT		2	SK	1	1	1	AX	1
FTG	1		SM		1		AZ	1
FTM	1		ST	1		1	PH	1
GM		1	1	TM	1		PR	1
GMM	1		YN	1	1		PT	1

## The Navy Wife

SIR: We often hear about the actions and achievements of Navy personnel, but infrequently do we hear anything about the women serving behind these men—the Navy wives. There's the old cliché, "Behind every successful man stands a woman," but it is most befitting, and really applicable when applied to a successful Navyman.

It is his wife who maintains the equilibrium of his comparatively unstable existence; who keeps the "home fires burning" while he is deployed; who gives him the moral support and underlying strength to endure and rise

above the frustrations, tensions, conflicts, and divisions encountered in his seagoing career.

She is the reason that the Navyman continues to serve. It is her courage and strength that help give him the will to continue to struggle in the fight for freedom.

The Navy wife must at times be both father and mother, chauffeur and landlord, but she is still a woman who loves her man, and who needs his love in return. The many months of deployment would be enough to break the spirit of many a woman, but the Navy wife's love runs deep. She endures,

knowing that he will return soon—although he just left today, he will be back "the day after tomorrow." She accepts and leads this double life with understanding for she knows this is the chosen career of her man, and she asks nothing but his love in return.

The Navy most certainly owes a debt of gratitude, and very much more, to these distaff "Landlubbers" who are in a large sense responsible for the success of our naval forces upon the high seas.—YN2 Raymond W. Rugen, USN.

• *All that we can add is Amen!*—Ed.

USS Rogers (DD 876), ported in San Diego, gets underway at Pearl Harbor.



## Scrambled Eggs

SIR: What does the gold braid "scrambled eggs" ornamentation on the caps of senior officers symbolize? Nobody, enlisted or officer, seems to know.

Seaweed, maybe?—GMG1 J. L. B., USN.

• *You've got to be putting us on, but we'll play along.*

As far as we know (after checking with the Uniform Board), the embroidered oak leaves and acorns on the visors of senior officers' caps have no specific meaning. They're just decoration, intended to differentiate classes of officers. The more rank, the more gold.

In 1830, the caps of all officers had blue bands except for the three senior grades—captain, master commandant and lieutenant. These three wore inch-and-a-half bands of gold lace.

Today, as you know, flag officers have a visor covered with oak leaves and acorns; captains and commanders have one row of leaves and acorns; and officers below commander wear a plain leather visor.

For well over a hundred years, oak leaves and acorns have been used in naval insignia—in staff corps devices, for instance—standing for the oak timbers in early ships. Oak symbolizes strength, seaworthiness, reliability, and other good qualities of the Navy.

For example, the Royal Navy still sings a rousing song written by David Garrick more than 200 years ago, which extols the solid strength of

*British ships and seamen in such words as:*

*Heart of oak are our ships,  
Jolly tars are our men:  
We always are ready.  
Steady, boys, steady,  
We'll fight and we'll conquer again and again.*

*But mainly, symbolic or not, oak leaves and acorns just look good. Ask any former lieutenant commander who's just been promoted.*—Ed.

## Jim Texas of Staffordshire

SIR: Jim Texas, whose picture appeared on page 27 of the December 1969 issue of ALL HANDS Magazine and who was the subject of Captain L. Wainwright's Letter to the Editor, was not a bulldog or a bull pup as the letter said.

Actually, he was a Staffordshire Terrier or an American Pit Bull as the breed was called in 1918—the year Jim came aboard USS Texas.

Although it had been pure and true for more than a hundred years before 1918, the breed wasn't officially recognized as the Staffordshire Bull Terrier by the British Kennel Club until 1935. Recognition as the Staffordshire Terrier by the AKC came in 1937.

Probably a number of military units have had dogs of this breed as mascots. I know of one—the Marine Corps Recruit Depot at San Diego which had a Staffordshire Terrier called Skipper as a mascot in the early 1950s.

—FTG Bert W. Hahn, USN (Ret).

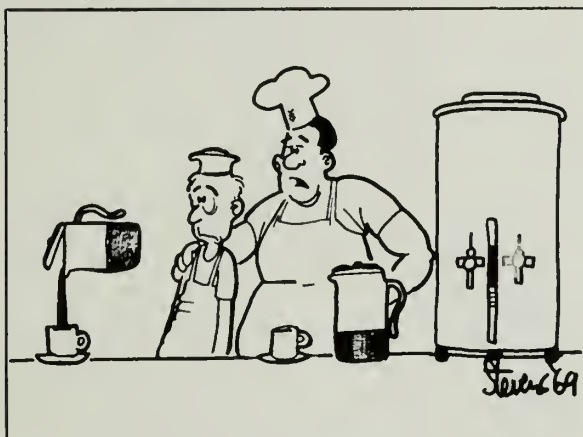
• *They must breed 'em tough in Staffordshire.*—Ed.





"Don't tell me you forgot to secure everything again!"

CYN Gregory L. Stevens, USN



"Well, I know it's only the first pot you ever made ... but I think it's going to be a little strong. . . ."

BT1 Booker T. Corter, USN

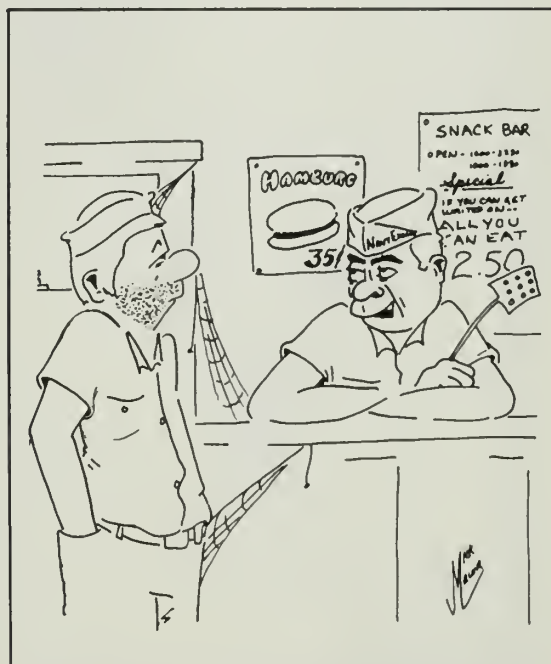


"Just for the record—what size did you want?"

CTC Ernest M. Mawn, Jr., USN



CTC Ernest M. Mawn, Jr., USN



"Now I suppose you're going to give me some long-drawn-out, sad tale about how long you've been waiting!"

# TAFFRAIL TALK

**N**AVY WEATHERMEN are experts, sure enough. But Aerographer's Mate 1st Class Al Atherton is in a league by himself.

Matter of fact, there was a time this winter when superstitious Navymen at Naval Air Station South Weymouth, Mass., might have suspected Al of being in league with *something*.

It began when a Boston radio station asked its listeners to guess the date and time of the winter's first two-inch snowfall at Logan International Airport. The deadline for contest entries was 1 November.

Al consulted the clouds (or maybe the stars) and prophesied that the storm would come at 12:45 a.m., 15 December.

At 12:50 on the predicted day, the snow began.

AG1 Atherton now has a new \$385 snow blower for winning the contest—and, naturally, a reputation for accurate forecasting.

**F**OR MOST FAMILIES, a dachshund or parakeet is more than enough to handle in the way of household pets. Some of us never get beyond the goldfish stage.

Not Seaman Apprentice Richard Jackson's family. They think big—the size of a 700-pound moose.

Granted, Millie the moose wasn't as hard to raise on their 4000-acre spread near Dillon, Mont., as she might be on the top floor of a high-rise. And they didn't have much trouble from the standpoint of feeding, since they were also providing for a sizable herd of cattle on the ranch already.

Richard tells how Millie came into the family's life:

"I was out riding one day and there was the moose lying in the snow. I noticed that it was almost frozen to death and only about three days old, so I carefully placed it across my saddle and took it home."

Trouble was, Millie wouldn't take a bottle. The Jacksons found a convenient solution.

"We decided to try and see if Millie would take nourishment from a milk cow," Richard recalls. "The cow didn't mind and the moose didn't, so they got along quite well."

Her diet agreed with her so well that by the end of the year, the moose had grown to 700 pounds, about half of her adult weight. Despite her size, she gave the family few problems.

"Millie was quite playful," says Richard. "She used to chase the milk cows, but that wasn't really a problem. Our biggest problem was the constant picture-taking of passersby."

When she was a year old, the Jacksons decided to take Millie to a game preserve in nearby Challis, Ida. A 1400-pound pet might be all right on a ranch, but imagine moving it from one duty station to another!

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

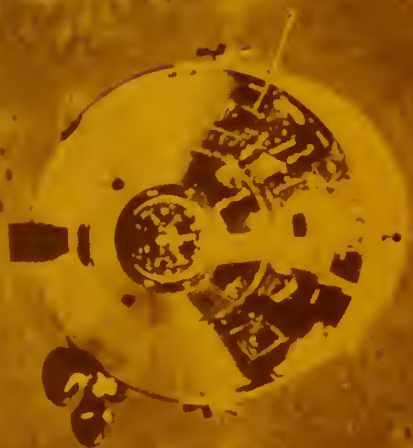
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

● **AT RIGHT: ALL SMILES** — A crewman from the aircraft carrier **USS Bon Homme Richard (CVA 31)** is greeted following the ship's arrival at the Naval Air Station, North Island, San Diego. Photo by PH2 Wayne W. Massie, USN.







*in this issue:*  
**THE NAVY'S ROLE in SPACE**

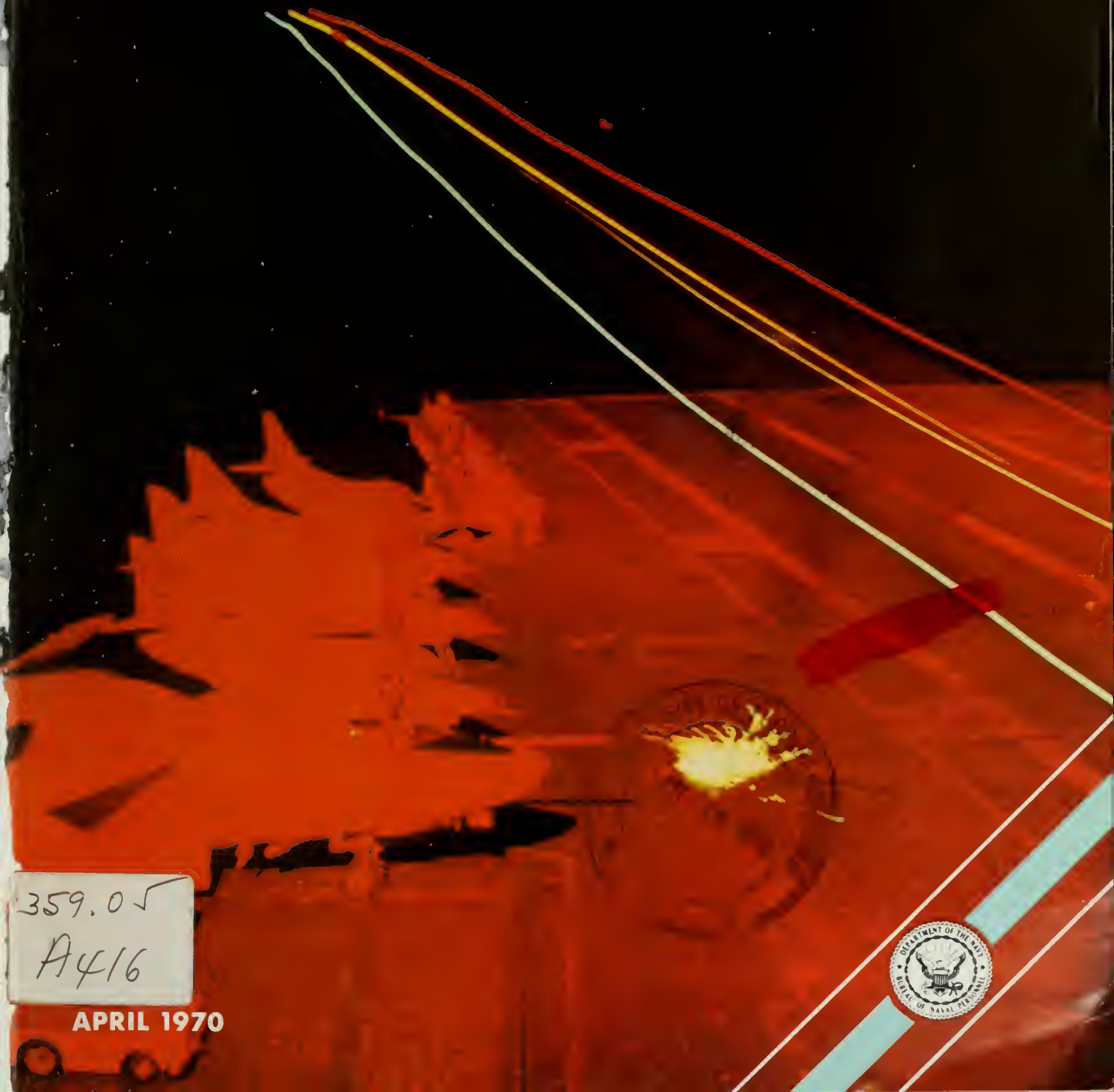




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# ALL HANDS



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APRIL 1970







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1970

Nav-Pers-O

NUMBER 639

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REAR ADMIRAL D. H. GUINN, USN  
The Deputy Chief of Naval Personnel

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Michael Tuffli,	Art (Acting)
Gerald Wolff,	Reserve

• FRONT COVER: NIGHT RECOVERY—Time exposure shows path of lights of aircraft as it lands aboard the attack carrier USS Ranger (CVA 61) in the South China Sea. Flash on flight deck is caused by arresting cable striking deck as it is pulled from cable housing by the plane's tailhook. A-4 Skyhawks and an A-3 Skywarrior, illuminated by red night lights, line deck at left.

—Photo by Senior Chief Journalist Jim Falk, USN.

• AT LEFT: TIGHT TURN—Guided missile destroyer USS Benjamin Stoddert (DDG 22) makes a high-speed turn while operating off Oahu.

—Photo by Photographer's Mate 3rd Class D. R. Hyder.



Navy ships today communicate in many ways, ranging from the old flashing light to sophisticated electronic gear. Antennas above are on command ship USS Wright.



# How To Communicate Navy Style

**D**URING MOST OF THE 173 years after Captain Thomas Truxton devised a message system for ships at sea, Navy communicators did their thing by hoisting flags, blinking lights and sending messages by carrier pigeon. Late in the 19th century the Navy began using the then-new wireless communication equipment.

About the middle of the 20th century, however, new developments began changing the picture as communicators moved into a world filled with electronic consoles, orbiting satellites and giant dish antennas.

The first big changes to the picture, of course, occurred during World War II when simple communications circuits developed into complex systems which, in turn, became large networks.

For example, new teletypewriter circuits were activated during the war, linking the east and west coasts of the United States and, in 1945, the first overseas radio teletypewriter channel linked Pearl Harbor to the mainland.

Other overseas extensions were inaugurated to





Guam, Balboa, Adak and San Juan and, by 1947, the Navy was ready to establish its first radio teletypewriter broadcasts to ships at sea.

The developments after the Japanese surrender in 1945 make it apparent that naval communications has kept pace with technological advances.

Communications had to cope with new operational requirements and the only answers to the new problems lay in more progress.

**A**LTHOUGH EACH OF THE more than 25 years since World War II has had its fair share of communications progress, the most significant growth occurred during the 1960s, especially in connection with Vietnam.

It doesn't require a specialist in the subject to deduce that communication is essential between the commanders in Washington and those with the U. S. naval forces in Vietnam. It can also be imagined that, under the circumstances, the east-west flow of information would be formidable.

Most command information concerning Vietnam



The Navy must still send many messages by flag hoist. Others are transmitted less colorfully, but faster, by Aesc computers.

passes through the worldwide command and control system which could, if it were desirable, enable the Commander in Chief in Washington to control personally all United States armed forces in the Republic of Vietnam.

Within the larger system, individual networks link national authorities through the command chain to component leaders. Each of these smaller communications systems is compatible to and can be used with others in the large national system.

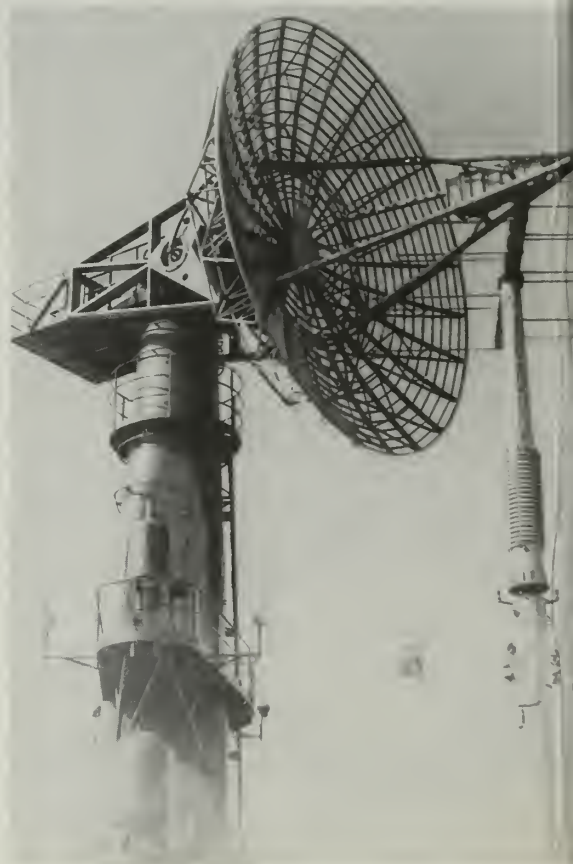
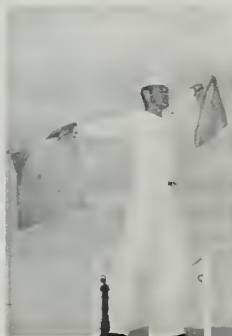
**B**UT INFORMATION BETWEEN national and local commanders isn't the entire communications show in Southeast Asia. Considerable operational and logistical message traffic passes between Fleet units and the three major communications stations for the Western Pacific located in Japan, Guam and the Philippines.

The ship-to-shore traffic passing through these stations is formidable and serves to emphasize the fact that the shore stations which encircle the globe have become the backbone of naval communications. Such stations are strategically positioned throughout the world and, until comparatively recently, functioned only as relays between ship and shore and from one ship to another.

During the 60s, however, they have played a larger role and additional communications stations in Australia and Vietnam have helped them do so.

The most recent major addition to the worldwide system is the station at Australia's Northwest Cape which provides reliable communications for the allied fleets in the Indian and Pacific Oceans.

The installation, which was named in honor of the late Australian Prime Minister Harold E. Holt, could be a study in superlatives but it will suffice to say that its central antenna mast is the highest man-made structure in the southern hemisphere and that it has



Left: Signalmen take a message at the flagbag of USS John F. Kennedy (CVA 67). Center: Navyman signals by semaphore. Right: Tropospheric scatter antenna aboard command ship Wright.

the world's largest antenna devoted to very low frequency (VLF) transmissions.

Another station at Cam Ranh Bay, about 186 miles north of Saigon, was also built in the 60s as a focal point for naval communications in Vietnam. This station has operational network circuits to all major Navy commands in Vietnam and a Fleet broadcast for ships in the South China Sea and Tonkin Gulf.

These new installations have enhanced the Navy's ability to respond to the command of national authorities and for Washington to be constantly in touch with the Fleet.

**S**O THAT NAVAL COMMUNICATIONS ashore can more effectively follow the Fleet, the world has been divided into eight major naval communications areas each of which concentrates on its own message needs. Each area has a master station to coordinate the activities of its local stations.

Direct high speed teletype circuits link the master stations with Fleet commanders, adjacent stations and all area stations so that the Fleet's needs can be acted upon immediately.

As mentioned earlier, the idea of naval communications following the Fleet in this manner has changed the traditional role of the shore communications station in Southeast Asia.

Stations no longer act merely as relay stations. Instead, they have become an actual and active participant in Fleet operations. They are, in fact, the hub of Fleet operational communications.

**T**HE NEW IMPORTANCE of shore stations has also added to their responsibilities. Their communications circuits must be tended constantly and they must evaluate the development and progress of an operational situation.

This places a heavy burden of responsibility on the men who direct the stations' message traffic because their decisions could conceivably affect the course of operations having national and international importance.

Although the role of the shore station in Southeast Asia has changed considerably, the first change noted aboard ship was the soaring message traffic.

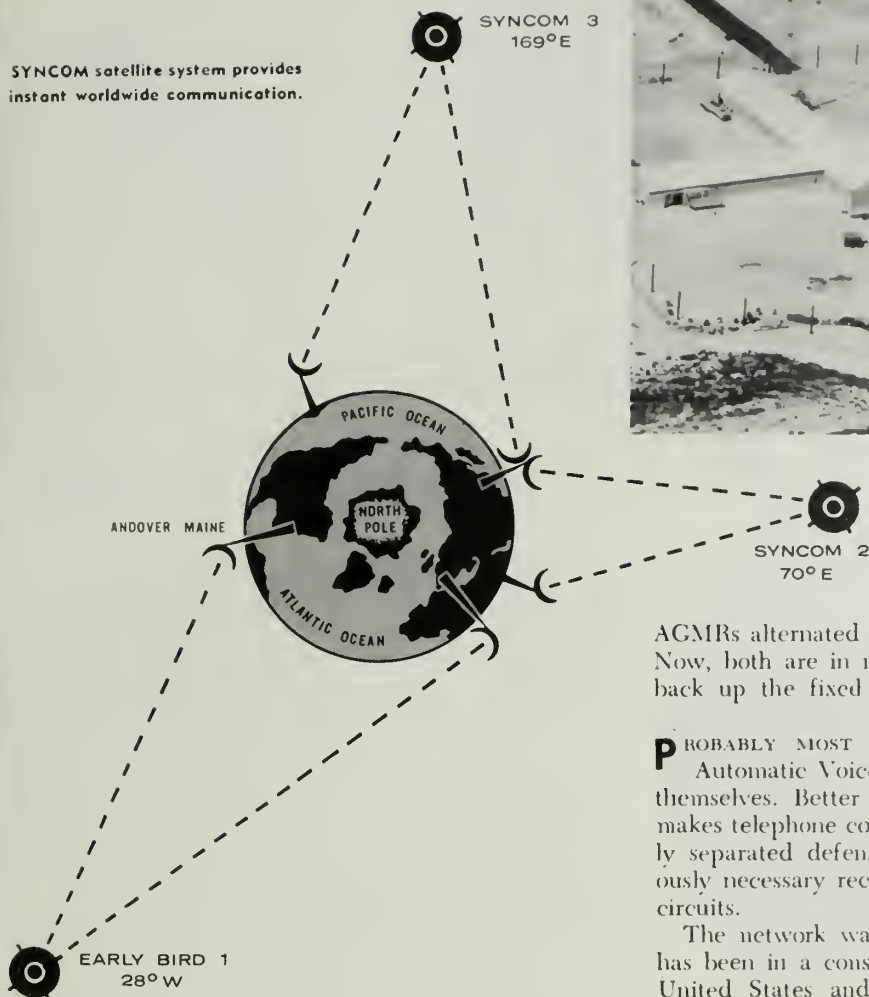
If shipboard message centers were to handle it all, the communications facilities had to be improved and one of the more useful improvements of the 60s was the ability to handle several channels of communications at 100 words per minute. Before this development, afloat message centers were plodding along on only one 100-word per minute radioteletype-writer channel.

The multichannel broadcast conversion program for the Pacific was completed in 1966. The first multichannel broadcast for the Atlantic Fleet was activated in January 1968.

The complete changeover will make all Navy ships



SYNCOM satellite system provides instant worldwide communication.



Transmitter at Naval Communications Station Cam Ranh Bay is vital to Vietnam operations.

AGMRs alternated on station in the South China Sea. Now, both are in mothballs but they stand ready to back up the fixed shore systems whenever needed.

**P**ROBABLY MOST NAVYMEN are familiar with the Automatic Voice Network and many have used it themselves. Better known as AUTOVON, the network makes telephone conversations possible between widely separated defense installations without the previously necessary recourse to commercial long distance circuits.

The network was begun in 1964 and, since then, has been in a constant state of expansion within the United States and, last year, switching stations in Hawaii, Europe, Panama and Guam were inaugurated.

As AUTOVON's users know, the network's circuits are limited even in the United States. Overseas trunk lines are even more limited and only certain persons may use them. All but the highest priority callers may have their message interrupted by a preempt signal which warns them to relinquish the line immediately.

**A**UTODIN is another network which is probably less familiar to most Navymen than AUTOVON. AUTODIN, which stands for Automatic Digital Network, was designed to transmit record data communications at speeds as high as 3000 words per minute. During the past 10 years, it has become a primary carrier of message traffic within the Defense Department.

The network is a computerized system linking defense facilities in Europe, the U. S. and Vietnam.

There are 20 automatic electronic switching centers (AESC's) in the worldwide AUTODIN network.

The AESC is something like a telephone switching center except that there are no telephone operators.

capable of receiving at least two teletype circuits on frequencies in use, with most ships able to handle at least four channels and larger ships having access to eight.

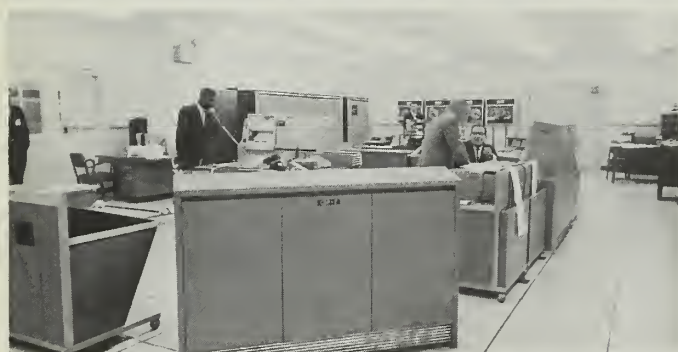
**A**LSO OF CONSIDERABLE IMPORTANCE aboard ship—the increased message traffic could be processed without a corresponding increase in transmitters, frequencies or receivers. In fact, almost no additional shipboard equipment was needed.

To supplement its chain of shore stations, the Navy use of major communication relay ships (AGMRs) had an impact, particularly in Southeast Asia.

The first such ship was *uss Annapolis* (AGMR 1) which had about 25 transmitters and 60 receivers to augment shore communications stations.

The second was *uss Arlington* (AGMR 2) which was larger and faster than *Annapolis* and had improved communications equipment and an extensive and specially designed antenna field.

Until both ships were retired recently, the two



**Above: AUTODIN operations area at NCU Albany, N. Y.**

Computer and data processing experts control two independent sets of computers in the center. The duplication is necessary in case of a breakdown.

This, to put it simply, is how an AUTODIN switching center works: A main computer called the Communications Data Processor (CDP) works with an Accumulation Distribution Unit (ADU) which receives and organizes messages, then feeds them to the CDP which checks message security level, corrects routing indicators and does other routine jobs. After the CDP has done its work, it returns the message to the ADU for proper forwarding.

This is done either by storing and forwarding the data or by direct user-to-user forwarding. Whichever method is used would depend upon traffic conditions at the time of transmission and the precedence of the message.

The Automatic Digital Network spreads over 21 states, the District of Columbia, the Canal Zone, Bermuda and Canada and is used not only by the armed forces but also by other organizations such as NATO agencies and the Red Cross. Information passed to

and from Vietnam passes through Hawaii and the Philippines.

The accuracy of the system is nothing less than astounding. It is about 99 per cent correct and, when one station alone processes from two to three million messages a month, that is pretty impressive.

**T**HERE CAN BE NO DOUBT that naval communications have taken giant steps during the past decade. Although surefire predictions for the future are impossible, it would probably be safe to bet on an increase in satellite communications during the 70s.

The Navy's satellite communications began in 1954 when the first voice communication circuit was completed using the moon as a reflector. Since then, it has used the *Echo* and syncom satellites for communications.

During the 60s, USNS *Kingsport* (T-AG 164) was accepted by the Military Sea Transport Service to become the world's first satellite communications ship. During the 70s many Navy ships may be equipped for satellite communications. At least that was the recommendation of a report forwarded to the Secretary of the Navy in 1969.

Lasers, too, might be in the Navy's immediate communication future. The laser was first announced in 1960 and, in telephone, television and data transmission, it may become a vehicle for progress during the 70s.

The idea of using light for communication transmission isn't new. Alexander Graham Bell transmitted a voice by light waves in 1880 and light beams have been used to imprint sounds as tracks on movie film to be reconverted into sound in the theatre.

Although the laser is still in its infancy, it is an exciting possibility and may prove comparable to the development of radio in the world of naval communications.

—Robert Neil

—Robert Neil





# WATCH THAT NEXT STEP

**I**T DOESN'T MATTER how many machines there are in the Navy. Some jobs still require a man's hands.

One of those jobs is shown in these pictures by Chief Photographer's Mate Ralph Payne. A crewman is rigging hogging lines on the bow of *uss Fulton* (AS 11) while the submarine tender was anchored at San Juan. Hogging lines are used to hold collision mats or other objects close against a ship's side.

The pictures might give the impression of aerial acrobatics or a midair ballet. However, they simply show a Navyman doing his job — with grace and skill that no machine could ever match.

In a technological, automated, mechanized world, the Navy still depends on men like this.





# FLAG PLOT

Located in the Pentagon is the Navy Department's command and control center. Here, information relating to the current readiness of our naval forces ashore and afloat is compiled and reported to the Secretary of the Navy, the Chief of Naval Operations, and their subordinates.

It's called Flag Plot.

This nerve center keeps CNO and senior officers on his staff abreast of the day-to-day happenings in the Naval Establishment.

Security is tight in, and around, Flag Plot. Marine sentries stand a 24-hour watch, allowing only civilian and military personnel with special passes to enter the secret spaces.

The key men in Flag Plot are the Duty Captains. Directing business during a standard eight-hour period, four captains take turns to oversee operations around the clock.

A battery of press, operation and intelligence briefers meet with CNO and his staff each morning, Monday through Friday.

Operations briefers present the current status of Fleet movements and readiness around the world. Intelligence briefers summarize and analyze reports from the operating forces. And press briefers bring into focus the news of the day as it relates to national and international Navy involvements.

CNO and his principal subordinates are briefed each morning in Flag Plot's 50-seat theater.

This theater provides a full range of briefing accommodations. Included are a graphic arts section that prepares illustrations and artwork, and a library in which all current operations orders and Navy Department plans are maintained for ready reference.

Not long ago, Flag Plot underwent a major refurbishment, its first in 11 years. Fresh coats of paint on the bulkheads and overhead, blue wall-to-wall carpeting, gleaming fluorescent light fixtures, and a more efficient floor plan that accentuates better acoustics, make the present Flag Plot a far cry from its previous makeup.

In addition, 10 paintings now hang in the access corridor to the plot room. They depict the history of the Navy through its ships and leaders.

One painting, an oil of Admiral Arleigh Burke by Seaman-Artist Orlando S. Lagman, has a place of honor among the other paintings on loan from the U. S. Naval Museum. The admiral organized the control center in 1958 while he was CNO.

The other paintings include oils of Captain John Paul Jones; *Old Ironsides*; and Admiral David G. Farragut, the Navy's first flag officer and leader of Union naval forces at the battles of New Orleans and Mobile.

Every six months, paintings such as these are rotated from the museum, bringing reflections of naval history into the space-age atmosphere of the Flag Plot operating area.

—JOC Ely U. Orias, USN



Captain Hamer K. Cooley, USN, one of five Flag Plot duty captains, stands an eight-hour watch aided by sophisticated communications equipment.





At control center, staff of ship and aircraft movement report control go over the day's cabled messages from the Fleet.



Secretary of the Navy  
John H. Chofee.



Chief of Naval Operations  
Admiral Thomas H. Moorer, USN.



Flow of administrative traffic goes smoothly from Flag Plot yeomen and radiomen to various cognizant offices in OpNav via duty captain.



On the phones for the latest word from an overseas naval command are Flag Plot Duty Captain Homer K. Cooley (right) and his assistant, CDR Albert M. Hayes, Jr. Yeoman 2nd Class Harold Ellerson stands by ready to carry out administrative duties.



Oil painting is that of Admiral Arleigh Burke, USN (Ret), Chief of Naval Operations, who ordered the establishment of Flag Plot in 1959. At right are Rear Admiral Pierre N. Chorbouet, Jr., Director of Fleet Operations Division, and Captain William L. Adams, head of Flag Plot.

# UP SAN PEDRO REFILL



Above: Ships line up at the San Pedro fuel pier to receive their cargoes of petroleum to transport to military facilities throughout the world. Left: An inspector visually checks two bottles of jet fuel for porticle pollution.



**I**F YOU COULD transplant a shovel wielder of the old coal-burning Navy to the modern Navy's San Pedro Fuel Depot, he probably would think its operation was much too easy. After all, that's not the way they did it in the Old Navy.

The men at San Pedro, however, know their operation depends upon a highly developed technology which responds to the touch of a strong button-pushing finger and an occasional twist of a valve.

The San Pedro Depot is, according to its reckoning, the Navy's largest bulk petroleum fuel supplier on the Pacific Coast. Its products are quite likely to be found in almost any part of the world from a Marine's lantern in Vietnam to the fuel tanks of aircraft carriers and Navy jet planes.

More than one and one-half million barrels of all types of fuel can be stored at San Pedro and every drop of it is shipped to military users.





Pressing buttons sends thousands of barrels of petroleum on its way from underground storage tanks to the San Pedro fueling dock four and a half miles away.

For safety reasons some of the discharge valves are opened manually.



Most of the depot's products are stored in underground tanks, each of which has a capacity of 50,000 barrels. There are, however, three tanks above ground.

A pipeline labyrinth spreads throughout the Eleventh Naval District carrying petroleum products from suppliers throughout the district to the depot to be dispensed from there to military users, which include the other armed forces as well as the Navy.

**T**HE OLD NAVY'S coal passers would be surprised to learn that it requires only a pressed button or a turned valve at the depot to start thousands of gallons of black oil moving at 7000 barrels an hour.

Another button push will measure the oil level in any one of the depot's 26 tanks and give a reading on the temperature of the tanks' contents. Buttons, too, can open miles of pipeline, active pumping stations and cause fuel to flow into or out of the depot.

In addition to its storage facilities and pipelines,



A fuel inspector of San Pedro examines a vial of the Navy's black oil.

the depot has tank truck loading racks, a drum filling plant, drum storage area, a quality control program and laboratory and a Petroleum School for officers and enlisted men who handle petroleum products aboard ship.

The San Pedro Depot is also handling a new product, which eventually will replace the Navy's traditional black oil. It is a new distillate which will come into full use after the existing stockpiles of fuel have been exhausted and after the fuel pumps aboard Navy ships have been modified or replaced to accommodate the changes.

The modern equipment, new products, and can-do spirit of the Navy's San Pedro Fuel Depot insure the future petroleum support of our far-reaching fleet and armed forces wherever they might be deployed.

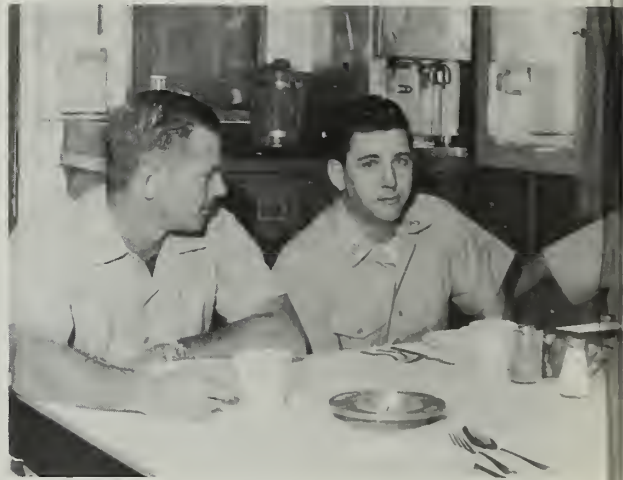
—Story and photos by  
Chief Journalist Ernie Filtz, USN



Above: The Navy chief. Below: Two chiefs oversee refueling operations from the signal bridge of the guided missile destroyer USS Henry B. Wilson (DDG 7).



Right: The guided missile destroyer USS Henry B. Wilson (DDG 7). Below: The CO of USS Henry B. Wilson (DDG 7) talks with two of his CPOs. Below right: a chief hospital corpsman examines one of Wilson's crew in sick bay.



## CHIEFS-

**"N**EXT TO ADMIRALS," says the legend, "it's the chiefs that run the Navy."

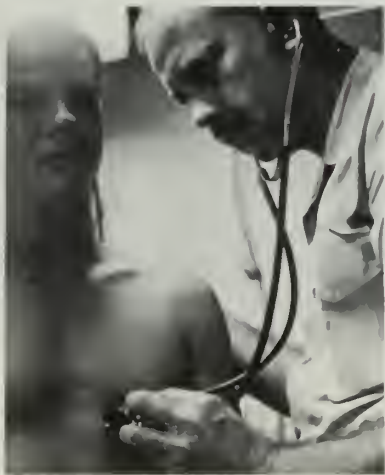
A visit to the guided missile destroyer *USS Henry B. Wilson* (DDG 7), operating off Vietnam, provides a chance to check the truth of the legend.

"I never cease to be amazed at how the chiefs go about solving the daily problems that come up," says the captain, Commander Henry C. Mustin, USN. He adds that many a junior officer is thankful for the introduction to shipboard routine offered by the CPOs.

CDR Mustin has plenty of evidence to demonstrate his point. There are 22 chief petty officers aboard his ship.

One of them, Chief Sonar Technician Morris H. Cunningham, is making his 18th cruise to the Western Pacific. He says he enlisted in September 1948 to see some of the places his father had described after serv-





watches in the demanding job of gun plotting officer.

When asked if his wife resented his going to sea, he replied: "When we got married I made it clear that I married the Navy first."

Chief Gunner's Mate Earl Williams is in charge of maintaining the 5-inch, rapid-fire guns that give *Wilson* her sting.

Once on the gunline something went wrong with the forward battery. Chief Williams went to work with a flashlight, examining every wire in the darkness of the gun's upper latch.

He searched painstakingly — then burst into his familiar grin and said, "There it is . . . a short." The gun was soon back in operation.

As a fellow chief put it, "When Chief Williams' 'toys' speak, the NVA listen."

Six days a week — and part of the seventh — Chief Storekeeper Miles O. Kirkup lives in a world of cata-

## Backbone of the Navy

ing some 15 years in the U. S. Merchant Marine.

The chief says, "The Navy has a lot to offer today, particularly in education. On board we have a study program in U. S. history. The sailors get four hours of classroom instruction and the rest is correspondence. When they complete the course they will get three college credits."

In his 21-year career, the chief has taken advantage of Navy schooling himself. He attended Sonar Watchstanders' school, Career Appraisal Team school, Sonar Surface Maintenance school and Mark III Fire Control school. Ten of his Navy years were on one destroyer: *USS Agerholm* (DD 826).

**C**HIEF CUNNINGHAM, like many other CPOs on board, often performs duties normally assigned to junior officers. Although his main task is supervising the maintenance of the ship's sonar gear, he also stands

logues and requisition slips deep within the ship, keeping the ship supplied.

But Sunday on the mess decks he takes on another task: leading Protestant services as the ship's lay leader. With Bible and taped organ music, he sees to it that the spiritual needs of the crew are fulfilled, just as he sees to their physical needs the rest of the week.

Chief Hospital Corpsman H. E. Hart, respectfully known as "Doc" by his shipmates, likes *Wilson*.

"She rolls a lot, but I like this ship," he explains. "Of course, I wouldn't mind a little shore duty."

Chief Hart plans to retire in Ventura, Calif., where he owns a house. "I like to be active in civic affairs and the community," he says.

**A**NOTHER CPO who is devoted to *Wilson* is Chief Radarman Fred R. Brown, who served on board

## CHIEFS- Backbone of the Navy

a few years ago, was transferred, and worked hard to get back aboard.

One of the youngest chiefs on the Seventh Fleet destroyer is Chief Fire Control Technician Fred N. Fraley, 27. He works with the ship's firing systems for the guns, antisubmarine weapons and surface-to-air guided missiles.

"I was lucky," he says, "and made The Hat (was advanced to CPO) the first time I went up." He proudly points out that he has only two hashmarks, while most chiefs wear three or more.

Five to 10 years younger than many of the other chiefs on board, bespectacled Chief Fraley looks more like a young mathematician than the old stereotype of a chief.

**T**HE SHIP's main propulsion assistant, Senior Chief Boilerman Teddy Ross, Jr., is proud of his 24 years in the Navy and plans to go for 30. He can often be found on the bridge, advising the captain and executive officer.

Of the Navy training he has received, he says, "The career counseling school was one of the best. Not only did I learn recruiting, but I was instructed in helping Navymen with their career planning and problems like social security. If anything, the course helped me answer questions I had always wondered about myself."

Chief Ross is the ship's Career Counselor, besides overseeing the boilers and engines that move the ship.

As one of the privileges of command, CDR Mustin occasionally visits the CPO mess for a meal. After one lunch, he discussed problems and shared information with his hosts.

One of the subjects was the general morale and discipline of younger crewmen. "I've said this before," commented CDR Mustin, "but you chiefs have to do in one year what many parents couldn't do in 18."

On the bridge, it was mentioned that the captain got along with his chief petty officers.

An officer remarked, "The captain looks out for the chiefs." Replied a CPO, "Maybe that's because the chiefs look out for the captain."

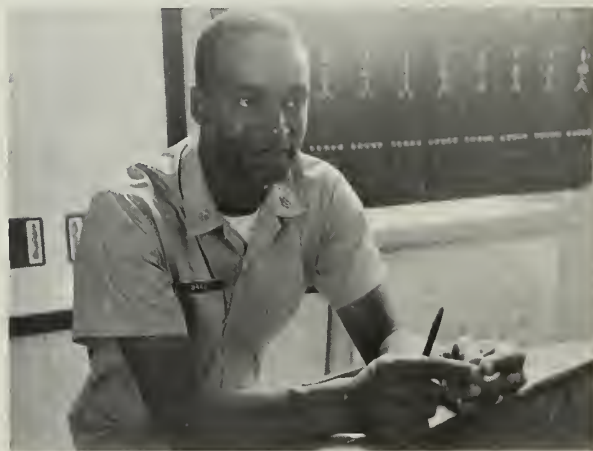
—Story and Photos by JOC Glenn H. Briggs



Chief Thomas E. Ward inspects men and equipment for the Color Guard.

# DRILL CHIEF

Chief Ward, drillmaster, instructs the men selected for the Recruit Color Guard.







Chief Ward at the instruction board.

Chief Ward addresses the recruits.



Chief Ward talks with a sailor training for the Recruit Color Guard.

**A** WINNING drill team is like a championship football team — each is a matter of careful coaching and selection.

Navy Chief Petty Officer Tom Ward handpicks each of the men on his recruit drill teams.

The U. S. Naval Recruit Training Command at San Diego accommodates 16 to 18 companies of 80 to 90 men at any time throughout the year. From these hundreds of recruits, the command drillmaster selects 93 for the Recruit Color Guard, the Drum and Bugle Corps, and the 50-State Flag Team.

Drill team candidates become eligible for Chief Ward's personal screening during their second week of training. He taps the top-talented 20 after a basic infantry inspection and close-order marching drill.

The stiff-necked, six-foot sailor shouts: "You men are part of your company — you will eat, sleep, and go to regular classes with your company." The rest of their time they belong to their drill chief.

The long hours of practice are hot, hard work — but the result is found in trophies of appreciation from local community functions and parades in fun-spots like Disneyland.

The drillmaster's men strut their stuff each Friday at the command's graduation ceremonies. Their leader, Chief Constructionman Thomas E. Ward, said: "I like this work. If I do my job right, I can see the result in my men."

—Story by Chief Journalist S. R. Moore, USN.

—Photos by Chief Photographer's Mate  
C. R. Wright, USN.



Color Guard recruits at parade rest.



Chief Ward reviews his men.



Photo left: A member of NMCB 8's bolt-up crew hoists himself up the side of an arch for final bolt-up. Above: NMCB 8 crew holds base channel to align recently grouted bolts.

# Wonder

**I**N VIETNAM, ordinary rules don't apply.

For instance, assembling "Wonder Arches" — steel quonset-shaped aircraft shelters — is supposed to be a rather simple matter.

But Navy Mobile Construction Battalion 8 discovered that even erecting these prefabricated structures calls for considerable ingenuity—when you must work around an operating combat air group, on a sloping surface, with pieces damaged in shipping, and under the constant threat of enemy attack.

The arches, officially called Steel Arch Aircraft Shelters Type A, were first used for underground passageways and storage areas in Antarctica, because their construction enables them to support a large amount of snow. In Vietnam, they have been used to protect aircraft from the elements and the enemy.

MCB 8, the first Seabee group assigned to build Wonder Arches in Vietnam, had to put up 45 of the shelters at Da Nang.

First the battalion's crew chiefs visited Tan Son Nhut Air Base, where arches had been built previously, to study construction methods. Returning to Da Nang, they began assessing the problems.

**T**HE SITE for the aircraft shelters was a crowned parking apron. The arches were to be built in rows, aligned at a 45-degree angle to the adjacent runway to provide for defense against incoming rockets and mortar hits.

The positioning — at an angle to the crown of the surface — made it necessary to build an approximately level base for each shelter before it could be erected.

The presence of a Marine air group, required to keep tactical aircraft operating 24 hours a day, caused more problems. The work area would have to be kept unusually clean, free of debris which could be sucked into jet intakes and damage the engines. Access ways had to be left open for movement of planes, equipment and materials.

But the biggest problem was deciding how many men would work on each phase of the operation, to keep assembly-line construction moving smoothly. If not enough men were assigned to one step — laying foundation curbs, for instance — it would slow down the work of all the crews.

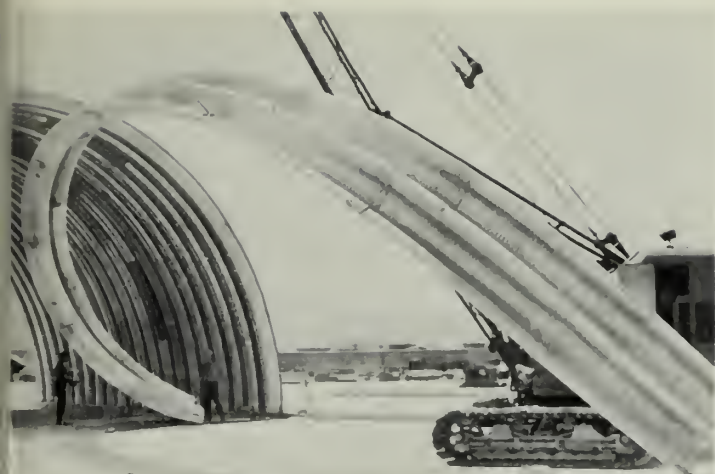
Finally the crews were formed and construction began.

**T**HE SHELTERS are formed from 34 two-foot-wide arches, each made of nine steel panels bolted together. The bases of the arches are secured to steel base channels, which are attached to bolts set in the concrete.

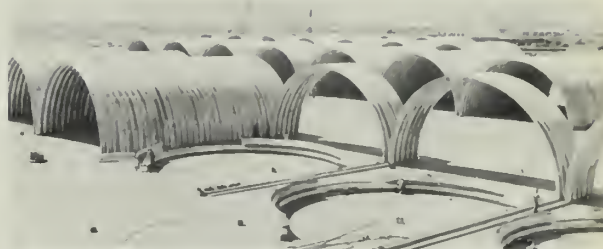
The first problem was setting the base channels level on a not-quite-level surface.

The channels were laid out in position. Spray paint marked the locations of the bolt holes. The channels





Above: A two-arch assembly is lifted into place for preliminary bolt-up. Above right: Two distorted steel panels are assembled. Below right: A portion of the completed arches and some that are still under construction.



# Arch

were removed, holes drilled in the concrete, and bolts set in grout in the holes.

With the aid of a transit, the Seabees screwed nuts down on the anchor bolts until the nuts were in a level line. They built forms as wide as the base channels around the bolts, poured concrete into the forms and leveled it off at the height of the nuts.

The result was a curbing with the top level.

When it had cured, the men removed the nuts and used them to anchor the base channels. Now the next crew was ready to put up the arches.

However, the arch panels weren't easy to put together. Though the manufacturer had packaged them to prevent damage, most of the panels had become bent or deformed somewhere in transit from the States to Da Nang.

The pre-drilled bolt holes in any pair of panels seldom lined up without liberal use of drift pins supplied by the manufacturer. The pins bent and cracked from strain. MCB 8 made new ones of stainless steel, which proved more durable.

The heavy demands on the impact wrenches caused them to break down, too—so often that one man was assigned full-time to repair power tools.

With difficulty, the panels were bolted together into sets of two arches, then lifted into place by crane, secured to the base channels, and bolted to the previously erected arches.

**T**HE LAST ITEM raised more problems. The tropical climate caused the rope ladders, supplied by the factory, to deteriorate quickly.

After some experiments, the Seabees came up with a Navy solution: a bosn's chair with safety belt, suspended by a line attached to a ring at the top of the structure. A bolt-up man working in the chair could reach several panels by simple use of a block and tackle before he had to move the suspension system.

But then there was the rain. It presented many problems — aside from helping to rot the rope ladders. MCB 8 met them.

Since electric impact wrenches would have made a shock hazard, the Seabees used pneumatic wrenches. Brake drums on forklifts and cranes were kept dry (as much as possible) with polyethylene sheets. Extra safety harnesses protected men working on wet structures. It still wasn't easy to hold onto wet tools and materials.

Obviously, the manufacturer hadn't had Vietnam in mind when he wrote the instructions for building Wonder Arches. MCB 8 took 78 man-days to build a shelter, considerably more than the 40 man-days the book suggested.

The conditions were hardly ideal. But the Seabees proved again that they get the job done.

—Story by LT J. G. Aiko, Jr., and JO3 M. L. Peterson

—Photos by PH2 R. F. Cotter

**W**HEN William A. Watkins picked up a pair of degrees and an ensign's stripe at Purdue University this year, he joined one of the most exclusive military or academic clubs around.

Ensign Watkins and two other graduate students at Purdue — ENS Larry A. Lukens and ENS Robert J. Giannaris — are the first three graduates of the Navy Enlisted Scientific Education Program (NESEP) to gain approval to continue their work toward Ph.D. degrees.

They haven't done badly—in fact, their record represents quite an achievement for men who enlisted in the Navy just a decade ago.

All three expect to complete their engineering doctorates within the next two years, and hope to win assignments in labs of the Office of Naval Research.

Since its beginning, NESEP has basically been a program of undergraduate study for outstanding petty officers, leading to a bachelor's degree and a commission in the unrestricted line. This has continued to be its major purpose as NESEP units have been set up on 22 university campuses.

However, about 15 or 20 per cent of NESEP graduates go on to advanced degrees, as the Navy decides that more study will help the new officers to become better qualified.

Now Ensigns Watkins, Lukens and Giannaris have made the high-level breakthrough to doctorates.

Lukens and Giannaris are working together in plasma gas dynamics research, both aiming for doctorates in mechanical engineering. Watkins, who won

both bachelor's and master's degrees in materials science in January, is beginning research in surface phenomena in thin films, especially as used in electronics circuitry.

**N**ONE OF THE THREE might have seemed likely to reach even the baccalaureate level when they joined the Navy.

Lukens said, "My first two years at Purdue, (1957-59) in mathematics, were a disaster." He finally enlisted in 1961. Giannaris tried a few junior college courses, but dropped out and enlisted in 1959. Watkins said his high school record couldn't have helped him win a NESEP appointment.

What made them change their minds and become good students? Lukens says, "More maturity and motivation can help qualify men with poor previous records."

Lukens had spent much of his service in Navy electronics and nuclear power schools before he entered NESEP in 1964.

A year later, Giannaris arrived at Purdue. He had had submarine duty, then studied and later taught at the Navy's Nuclear Power Training Unit at Windsor, Conn. He served as radiochemist during construction and initial trials of the nuclear submarine *USS Ulysses S. Grant* (SSBN 631) just before winning his NESEP assignment.

"With a family of five kids, I'd never have had a ghost of a chance of getting back to college if it

## **At Purdue**

# **NESEP**

## **A Higher and Higher Education**



First NESEP Ph.D. candidates: Lukens, Watkins and Giannaris.

hadn't been for the Navy and NESEP," he said.

Watkins was an electronics technician aboard a destroyer before entering NESEP in 1965, but he decided to go into metallurgy and materials science "because I wanted to go into a new field that was blossoming and expanding."

His doctoral work will include both electrical and metallurgical engineering.



**T**HE NAVY is highly selective in screening NESEP applicants. A man who joins the program must be 20 to 23 years old, a PO3 or above on active duty, a U. S. citizen, a high school graduate (or, in some cases, holder of a GED equivalent), with a GCT/ARI score of 115 or better.

Waivers of the upper age limit may be given on the basis of one year overage for each transferable year of college credits the man has already earned.

The NESEP selection board uses mathematical aptitude tests and interviews in screening the 900-1000 men who apply each year. Fewer than half the applicants make it through the selection process, which includes a 10-week preparatory school at Bainbridge, Md., or San Diego.

The program is even more selective than some high-rated universities. In a recent verbal and math aptitude test given to NESEP prep students at Bainbridge, the Navymen made an average score of 1223. The average for all entering freshman engineering students at Purdue was 1150.

Students accepted for NESEP are given up to four years of uninterrupted education at one of the 22 universities in the program. After completing all requirements, including 10 weeks of OCS in the summer before their senior year, they earn a baccalaureate degree in one of 18 major fields in science, math or engineering and are commissioned ensigns in the Regular Navy.

(Readers who are interested in applying may find details on NESEP in BuPers Inst. 1510.60 series.)

**S**OME STUDENTS WITH EXCEPTIONAL records are allowed to take advanced work prior to accepting a commission.

Evidently Ensigns Lukens, Giannaris and Watkins qualify as exceptional. All are members of Tau Beta Pi engineering honor society. The three have also been accepted in honor societies in their specialties—Lukens and Giannaris as members of Pi Tau Sigma for mechanical engineering, and Watkins in Alpha Sigma Mu for metallurgical engineering.

NESEP is designed to provide unrestricted line officers for the Navy. However, because of their special qualifications, the three doctoral students hold commissions as engineering duty officers.

ENS Watkins hopes to do research in the Navy electronics laboratory in San Diego after he finishes his Ph.D. in 1972. Ensigns Lukens and Giannaris will probably request assignment to the Navy plasma lab in Washington when they receive their doctorates next year.

All are obligated for at least six years of naval service after gaining their advanced degrees. Said ENS Lukens:

"I can serve best by developing my capabilities to the fullest and then using them in the best interests of the U. S. Navy."



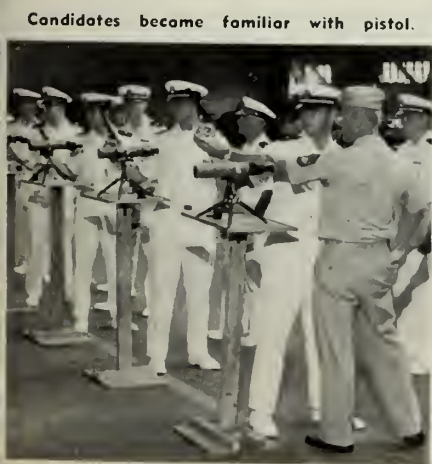
Purdue NESEP students march from armory for drills.



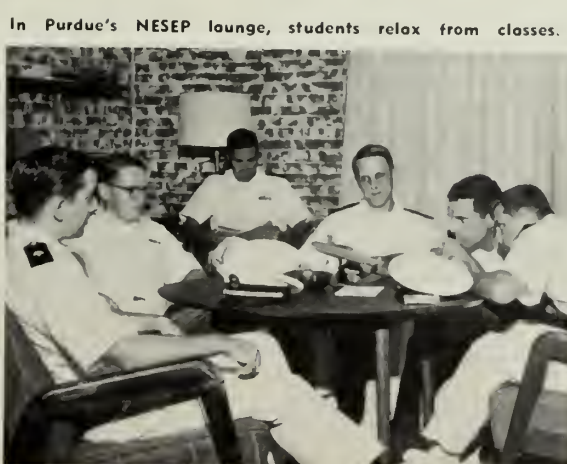
Lieutenant teaches prospective officers' class.



NESEP men take exam.



Candidates become familiar with pistol.



In Purdue's NESEP lounge, students relax from classes.

**I**F THE NAVY'S Associate Degree Completion Program (ADCOP) were a stock listed on the exchange, brokers might describe its favorable growth rate in glowing terms. Less than four years ago, the program started with 75 students and today it has more than 475.

As a stock, ADCOP would also have a favorable potential for it is the Navy's goal that every career-oriented petty officer have an associate degree.

New schools are being added, too. Last year, for example, those participating in the program included the Pensacola Junior College at Pensacola, Fla., Palomar College at San Marcos, Calif., and Mt. San Antonio College at Walnut, Calif.

This year, a new institution was added—Del Mar College at Corpus Christi, Tex.

The students at Del Mar are typical of those at other ADCOP campuses. They wear their uniforms only once a week but, civilian clothing notwithstanding, they are distinguishable from their classmates.

Their brisk walk and squared-away appearance, for example, might tell even a casual observer that these men are no ordinary students.

**T**HE MATURITY of the ADCOP student is also evident. Those at Del Mar average 29 years of age, which is typical of petty officers who meet the ADCOP entrance requirements.

Second class petty officers (or higher) who have had at least five years of continuous active Navy duty under their belts are bound to have more savoir faire than most other students.

Like all ADCOP men, those at Corpus Christi's Del Mar attend college full time at government expense.

## **A Sampling of ADCOP at Del Mar College**

The Navy pays all their required educational expenses including tuition, application and registration fees and textbooks. While the ADCOP students are going to school, they continue to receive their full Navy pay and allowances.

Campus life for the Navy student is not much more circumscribed than the lives of civilian students. Actually, the difference lies mainly in their no-nonsense approach to education.

ADCOP students aren't excused if they cut class, and infractions of either the college's social or academic code could exclude the student from the program.

During their first semester at Del Mar, two ADCOP men, Charles Webster and Pete Generao, were elected to the student senate. Both are also members of and officeholders in other campus organizations.

**P**ETTY OFFICERS Webster and Generao are typical of many of the students who entered ADCOP and who have made a place for themselves in campus governmental organizations, clubs and honor societies.

Although Pete Generao is representative of the on-campus ADCOP student, his previous academic experience is somewhat atypical. Before he became an ADCOP



business administration major and a sophomore at Del Mar, Petty Officer Generao had attended university in his native Republic of the Philippines between 1953 and 1955 and had majored in foreign service at San Beda College from 1955 to 1957. Other academic experience included courses at the University of Hawaii and a law correspondence course from La Salle University at Chicago. At Del Mar, Generao studies accounting, government, economics, business and history.

Like most ADCOP students at Del Mar, both Petty Officers Generao and Webster enrolled for the stand-



ard 15-semester-hour load. The courses chosen by ADCOP students are selected to improve their professional proficiency and to develop their leadership ability through emphasizing management, effective supervision, human relations and quality control.

The benefits of the Associate Degree Completion Program are about evenly divided between the Navy and the enlisted man who takes part in the program.

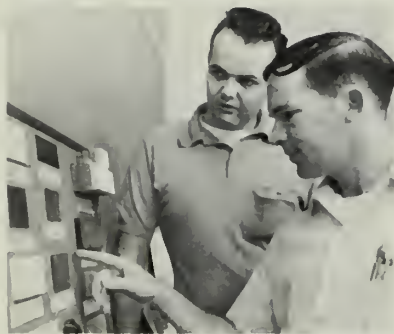
**F**OR THE NAVY, the Associate Degree Completion Program is a career benefit for career petty officers. It expects the program to increase the profes-

can advance in rate as he would otherwise do.

Insofar as Seavey/Shorvey is concerned, the ADCOP student is serving neutral time.

**N**AVY students at Del Mar, like those at other ADCOP campuses, have a great deal going for them. In fact, the Associate Degree Completion Program approaches getting something for nothing, for the price tag attached is only a service obligation. Inasmuch as ADCOP students are career petty officers anyway, the price is almost nonexistent.

After ADCOP students graduate from junior college,



ADCOP students at Del Mar join in bull sessions at the student center, attend classes in history, electronics and architectural technology—and stand personnel inspections given by CDR C. P. Smith, training department head.



sional proficiency of these men through vocational training at civilian institutions.

For the Navyman, ADCOP offers the associate degree absolutely free. The Navy picks up the tab—all of it. As mentioned before, there are no incidental fees, book costs or other expenses with which the student is faced.

While he is spending up to two years as a college student, an ADCOP man loses none of his Navy benefits, except that he cannot draw pro pay. His pay and allowances continue; he is eligible for all the fringe benefits to which other Navy men are entitled; and he

they are assigned duties which are consistent with their past assignments and previous training.

ADCOP students can reasonably expect their enlisted careers to be advanced through their studies and, as associate degree holders, they have a credential that is fully recognized in the civilian community.

**A**PPlicants for the Associate Degree Completion Program (ADCOP) can find step-by-step details on how to apply in BuPers Inst 1510.107A. Meanwhile, if you meet the following basic eligibility requirements, consider yourself a prospective candidate.

### Broad Academic Program

Del Mar College is a tax-supported community college which provides the first two years of fully accredited academic and professional courses leading to college degrees.

Del Mar's academic program is similar to that of the first two years of any traditional college, but it also includes other programs which differ greatly from the offerings of traditional junior and senior colleges.

Since 1935, Del Mar College has grown from an institution having 154 students to one which serves more than 14,000 students a year. It has two campuses: The main campus is located in a residential area of Corpus Christi and the smaller Del Mar Tech Campus is near the edge of the city.

- You must be a petty officer 2nd class or higher in the Regular Navy, serving in your second or subsequent USN enlistment. More specifically, you must have completed at least five years of continuous active naval service as of 1 September of the year in which your attendance at an ADCOP college would commence.

- You must be a high school graduate or show evidence of having completed three years of actual attendance at a high school and possess a GED equivalency certificate or diploma issued by a state department of education or an authorized high school. The average score for all test areas must be in the top half.

- There is also the alternative of having completed

three units of high school English (with at least a C) and two units of high school mathematics including algebra and geometry. You must also have completed six semester hours of college level work in English or mathematics (or a combination of the two). In addition, you must have a GED certificate or diploma with test scores equal to those mentioned above.

ON THE EXPERIENCE SIDE of the ledger, you are expected to have achieved one of the following ADCOP requirements:

- Be a graduate of Navy Class "A" and "B" Schools; or

- Have at least 12 transferable college credits from a regionally accredited institution or through such accredited programs as PACE, USAFI, Tuition Aid, etc; or

- Have a combination of Navy Class "A", "B" or "C" Schools totaling at least 24 weeks of classroom training; or

- Be a graduate of a Navy Class "A" School or Class "B" School and have in addition at least six transferable college credits; or

- If you are in a rating which offers no "A" or "B" Schools, but have passed the general examinations of the College Level Examination Program (CLEP) with an average score for all the test areas in the upper 50th percentile and have at least six transferable college credits from a regionally accredited institution.

Other requirements rest mainly in the areas of past performance and future service obligation.

### How to Compute Seavey/Shorvey Status of ADCOP Navymen

HERE ARE A FEW TIPS on how to figure the Seavey/Shorvey status of Navymen who complete ADCOP instruction:

Students who enroll in the Associate Degree Completion Program can compute their return to sea duty by adding the combined period of ADCOP instruction and previous neutral time to the sea duty commencement date established before they reported to duty. Time spent as an ADCOP student is counted as neutral time.

A student who reported to ADCOP from sea duty would add the number of months of ADCOP instruction to his original sea duty commencement date and be returned to sea with an adjusted sea duty completion date.

Navymen who reported to ADCOP instruction from a normal tour of shore duty can determine whether they will have sea or shore duty after completing their studies by using the following method of computation:

Subtract the entire period serving ashore before reporting to ADCOP (as well as the time spent during instruction) from the length of shore tour established by the shore station served at immediately before ADCOP instruction.

If 14 months or more remain, the individual will be retained ashore for completion of a normal shore tour. If less than 14 months remain of a normal shore tour, one of the following will apply:

- When the combined period served ashore is less than 24 months, add it to the previously established sea duty commencement date and return to sea duty.

- When the combined period served ashore is 24 months or more, credit it as a normal tour of shore duty and return to sea duty.

Navymen who reported to ADCOP training from a "for duty" tour ashore should credit as shore duty the period served before reporting for ADCOP as well as the instruction itself and return to sea duty.



# "Bac Si"

**I**N THE MEKONG Delta of the Republic of Vietnam there are magic words which all Vietnamese know and use. They are: "Bac Si." Bac Si is the Vietnamese word for doctor or corpsman.

At Binh Thuy and Can Tho the magic words are: Bac Si Spence or Back Si Mattison. Doctor Clarence H. Spence, MC, USN, and Doctor Charles A. Mattison, DC, USN, to be exact. These two words mean alleviation of suffering and illness in the Can Tho/Binh Thuy area, especially at the "Mother of the Sky" orphanage located just outside Can Tho.

Once a week, Navy Doctors Spence and Mattison and five hospital corpsmen visit the orphanage to hold a MEDCAP (Medical Civic Action Program) for the five nuns and 250 children who either live at the orphanage or attend the nine grades of school taught there.

Upon arrival, the team sets up shop in the classrooms or outside under the trees, and begins to work its magic. From past experience each man knows what to do; they work quickly and efficiently, dispensing medicine as well as goodwill to their young patients.

Unlike children in the United States, the children of the orphanage await the arrival of the doctors and the corpsmen with great expectation, rather than fearful anticipation.

**A**FTER THE TEAM has treated all of the children, it is repaid for its help with a brief period of relaxation and usually a cold drink, compliments of the Sisters, before heading back to care for the ills of the men stationed at Binh Thuy Navy Base.

This one day, however, is not the only time that the doctors and corpsmen see the children at the orphanage or the Vietnamese peo-

ple. Vietnamese "sick call" is held every morning at 10 o'clock for the children that need immediate attention and the Vietnamese civilians employed by the Navy.

Every morning at 10 o'clock the waiting room at the dispensary is full of Vietnamese with various complaints and illnesses which are treated by the corpsmen and doctors. Dr. Spence has also under-

taken the training of three Vietnamese Navy corpsmen.

The corpsmen and doctors of Naval Support Activity Detachment, Binh Thuy, are fighting a war against disease in Vietnam. To the Vietnamese people involved in it, the magic words for winning this war are: Bac Si.

—Story by JO3 J. Schmidt

—Photos by PH2 J. Hoehne



A hospitalman administers vaccinations to curtail the spread of disease.



A Vietnamese girl is checked for throat disorders.



Dr. Spence checks a boy for respiratory ailments.



Dr. Mattison attends to some of the children's dental problems.

# THE LITTLE WHITE FLEET

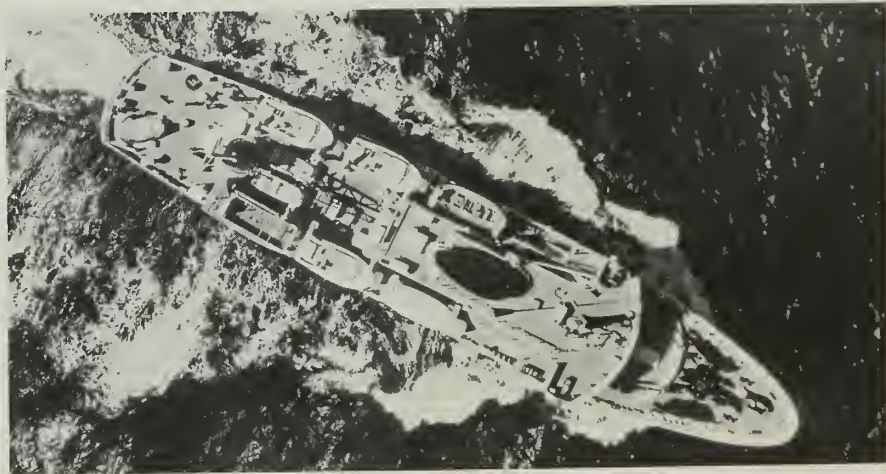
**T**HE GLEAMING WHITE ships can be seen in all portions of the globe. At home they roam up and down the coasts of the United States and in its bays and estuaries. Abroad, their missions take them to far-off climes, to the sun-drenched islands of the South Pacific, to the frigid wastes of the Arctic, to the steaming waters off the coasts of Africa.

Sometimes they are mistaken for ships of the U. S. Navy, although it is years since Navy ships were painted white (except for the ships of the Middle East Force); at other times, they may be taken for Coast Guard vessels. They are neither. They belong to the Coast and Geodetic Survey, the government's oldest scientific agency, with a history dating back to 1807 when Thomas Jefferson was President.

The Coast and Geodetic Survey fleet consists of only 14 vessels, but, to paraphrase the words of a famous Englishman, never has a nation owed so much to so few, for without them America's shipping would stand the risk (literally) of going on the rocks.

Things were bad back in Thomas Jefferson's day. Ships kept piling up on stormy shores with disheartening regularity. That's why the Coast and Geodetic Survey was born. Today modern Coast Survey nautical charts enable mariners to sail their ships with comparative safety anywhere along the coasts of the United States.

**O**F THE approximately 2.8 million nautical charts distributed annually by the Coast Survey, about



Above: An aerial view of USC&GSS Fairweather. Left: The ocean survey ship USC&GSS Discover.



1.7 million are used by the Navy. The approximately 850 different charts are the end products of the work begun by those Coast Survey vessels that conduct hydrographic surveys along the Atlantic, Gulf and Pacific coasts, the Hawaiian Islands, Puerto Rico, Virgin Islands, and Alaska. In addition to vessels, there are two land-based survey parties which employ launches for work in protected waters where it would not be feasible to use the ships.

The vessels' officers are members of the commissioned corps of the Environmental Science Services Administration, parent body of the Coast Survey in the U. S. Department of Commerce. The corps is the smallest of the nation's seven uniformed services, consisting of an authorized strength of 330 officers. All are college graduates, with engineering and scientific backgrounds.

The ESSA commissioned officer corps began in the Coast and Geodetic Survey in 1917 during World War I. With the creation of ESSA in 1965, the commissioned corps became an arm of the new agency. Officers spend approximately one-third of their careers aboard Coast Survey ships, where the corps fashions much of the esprit for which it has been noted during its 53 years of existence, both in peace and in war.

During war, they are subject to military duty. Over a 30-year period, officers can expect approximately nine years' sea duty, with good prospects of early command of small hydrographic vessels and eventual command of major survey ships. Experience at sea or knowledge of it is not a prerequisite for appointment as an officer with ESSA, but an affinity for the sea is necessary to the successful officer.

**I**N ADDITION TO service aboard Coast Survey vessels, ESSA commissioned officers are assigned to mobile geodetic and photogrammetric survey parties, geophysical observatories, or other field facilities, or to a laboratory or technical office at ESSA headquarters in Rockville, Md., near the Nation's capital.

ESSA officers have ample opportunity to develop their talents. Pilot training at military flight schools and subsequent assignment to flying duties with photogrammetric, atmospheric research, and other missions are available to some officers, and scuba diving training is furnished to others. Officers wear a uniform similar to that of Navy personnel and pay and special benefits correspond in general to those in sister services.

The Coast Survey fleet consists of four types of ships:

- The hydrographic survey vessels *Pathfinder*, *Whiting*, *Fairweather*, *Rainier*, *Mt Mitchell*, *McArthur*, *Davidson* and *Peirce*;

- The ocean survey vessels *Oceanographer*, *Discoverer* and *Surveyor*, which conduct studies of the deep ocean and sea bottoms;

- *Rude* and *Heck*, the wire drag ships, the only ones of their kind in the United States, which search out underwater navigational hazards along the coasts, such as wrecks, pinnacle rocks, abandoned oil platforms, and pilings (incidentally, *Rude* and *Heck* are



The 90-foot wire drag ship USC&GSS *Rude*.

not what they sound like — they are named for officers who distinguished themselves in the U. S. Coast and Geodetic Survey); and

- A current survey vessel, *Ferrel*, designed specifically to measure coastal and estuarine currents.

*Researcher*, an ocean survey ship, is under construction.

**T**HE SHIPS vary in size from the trim 90-foot, 214-ton (displacement) *Rude* (pronounced Rudie) and *Heck* to the sleek 303-foot, 3959-ton sister ships *Oceanographer* and *Discoverer*, nicknamed the *Occo* and *Disco*. In between are the 133-foot, 363-ton *Ferrel*; the 162-foot, 760-ton *Whiting* and *Peirce* (pronounced Purse); the 175-foot, 995-ton *McArthur* and *Davidson*; the 231-foot, 1798-ton *Fairweather*, *Rainier* and *Mt Mitchell*; the 229-foot, 2000-ton *Pathfinder*; and the 292-foot, 3150-ton *Surveyor*. *Researcher*, slated for commissioning in 1970, will be 278 feet long, with a displacement of 2800 tons.

With one exception, the entire fleet is approximately ten years old, or less, as most of the older vessels have been replaced since 1960.

*Surveyor* was delivered in 1960; *Peirce* and *Whiting* in 1963; *Oceanographer*, *Discoverer*, *McArthur*, *Davidson*, *Rude* and *Heck* in 1966; *Mt Mitchell* in 1967; and *Ferrel*, *Rainier*, and *Fairweather* in 1968.

The 303-foot ocean survey ship USC&GSS *Oceanographer*.





USC&GSS Surveyor.

*Pathfinder* was built in 1942 and, except for *Pathfinder*, all are air-conditioned.

(*Rude* is named for Captain G. T. Rude, C&GS inventor of the circular star identifier familiar to all naval personnel concerned with shipboard navigation.)

**O**CEAN AND DISCO are among the nation's most modern oceanographic floating laboratories. At the time they were built they were the largest and most



An artist's conception of USC&GSS Researcher, which is under construction.

completely automated research ships in the country.

Three years in construction, each cost approximately \$10,000,000, including some \$1,000,000 worth of electronic equipment. The ships can be provisioned for 150 days at sea and have a cruising range of 15,200 miles. They carry a normal complement of 15 officers, 62 crew members and 11 technical and scientific personnel, with additional accommodations for up to 17 visiting scientists, including women.

Each ship has over 4100 square feet of laboratory space. Closed circuit television is provided throughout the machinery spaces, where a centralized engine room control (CERC) system provides remote starting and stopping of machinery, and the automatic recording of operating data at a master control station.

A single computer serves both ship operation and the collection and processing of environmental data.

Using this computer, the propulsion and other machinery is automated through CERC. The CERC system also permits remote control of main propulsion units and principal auxiliary machinery from a master control station in the engine room and from the bridge.

In addition to automatic logging of ship operating data, CERC includes an alarm system which detects and locates malfunctions, gives a warning signal, and types out a description of the problem.

The ships are the first American oceanographic survey vessels to employ this concept of centralized engine room control. When fully developed in future years, this concept will permit a single operator to monitor and control a ship's engineering plant from a central control station.

**T**HE HEART of the automated controls is also a computer.

Because controlling and monitoring ship operations require only about 25 per cent of the computer's total capacity the computer is used principally by the Data Acquisition System.

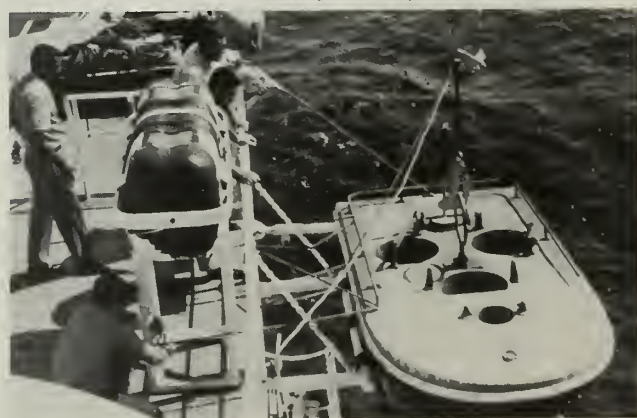
When the ship is underway, the DAS samples (via shipboard and towed sensors), records, and processes geological, geophysical, oceanographic, hydrographic, and meteorological data on a routine basis; ship position is logged continuously; and the computer can be used for concurrent processing of non-routine data.

When the ship is stationary, the DAS samples and processes data sensed by shipboard instruments and by an underwater multisensor package, along with its handling of oceanographic data. The automatic data processing system frees many specialists from the routine task of sorting and analyzing a great amount of data, a task which usually consumed months of painstaking effort.

The equipment measures and records a ship's course and speed, magnetic field intensity, gravity, surface current and temperature, temperature at depth, and ocean depth.

Sub-bottom profiles can be taken while the ship is underway and show the structure of the ocean floor beneath its bottom sediment. The ship takes water samples at various depths and is equipped to obtain 100-foot core samples from the deepest ocean floor.

The crew of USC&GSS Ferrel put a buoy over the side.





Meteorological data are gathered at regular intervals by ship-launched sounding balloons. Data and samples are studied and analyzed in the ship's laboratories.

**T**HE SHIPS can operate equally well in any area of the global sea, including polar waters.

A special control feature—a bow thruster of 400 horsepower—enables the vessels to maintain a nearly constant heading when the ships are on station despite wind and wave conditions. The bow thruster is an underwater duct fitted with a reversible propeller that thrusts a water jet to either side as desired.

The ships can take samples anywhere in the world. Over 22 miles of wire line are carried on each vessel for oceanographic work. One continuous length of wire is over seven nautical miles long. The wires are reeled in by hydraulic winches.

Another unusual feature is a 6-by-8-foot well near the center of the ship which enables special experimental equipment to be lowered and scuba divers to enter and leave the vessel. An elevator carries the



The hydrographic survey vessel Peirce.

equipment and men directly from the oceanographic laboratory into the water 35 feet below.

Six special glass-covered ports near the bow and stern, about 15 feet below the water's surface, permit scientists to view underwater life and formations from within the ship.

The ships have an ample supply of fresh water. Normal consumption for all purposes is approximately 5000 gallons per day, with a storage capacity of about 27,000 gallons and a seawater distillery capacity of 8000 gallons a day.

**T**HE VESSELS have extensive communication facilities. These include radiotelephones, emergency receivers and transmitters, mobile transceivers, portable radiotelephones, facsimile equipment, standard frequency broadcast service, portable lifeboat transmitter receiver, and radio teletype.

An anti-rolling device (a passive rolling tank) enables the ships to conduct continuous operations, except in unusually heavy weather.

A notable feature is the conning tower, an enclosed crow's nest, on top of the bridge approximately 60 feet above the water. It is reached by an inside ladder.



USC&GSS Whiting.

In addition to affording a commanding view of the sea, the ships can also be fully controlled from the conning tower. From this control station, they can be kept on a steady course whenever delicate instruments are being trailed over the sides or from the stern.

Similar, but less elaborate, controls on the deck on each side of the bridge enable similar control to be maintained from these stations.

Ample storage facilities, including cold storage, enable scientists to bring home samples of their findings in their original organic state for further studies in laboratories ashore.

**T**HE CAPABILITIES of the other ships are commensurate with the nature of their assignments, whether it is mapping the bottom of the North Pacific, a major task of *Surveyor* and *Oceanographer*, or engaging in hydrographic and bathymetric surveys of the coasts, as do *Fairweather*, *Rainier*, *Mt Mitchell*, *Peirce*, *Whiting*, *McArthur*, *Davidson* and *Pathfinder*. These ships have a range of 4500 to 13,000 miles and carry normal complements of 36 to 128 officers and crew.

*Ferrel*, the newest addition to the fleet, is the only vessel of her kind in the nation, designed specifically to measure coastal and estuarine currents. The 133-foot ship carries with her a high-speed 59-foot tender

USC&GSS Rainier.



and a 28-foot JO boat to carry out operations in narrow channels and to service the ship's instrumented buoys.

The primary use of the *Ferrel's* survey data is in describing and predicting currents, both tidal and nontidal. Results of the surveys appear on the Coast Survey's small craft and tidal current charts, in tidal current tables and, indirectly, in a new series of bathymetric maps.

*Ferrel* data are used also in ESSA's new Estuarine Flushing and Non-tidal Current Prediction Service in Penobscot Bay and River, Maine.

This experimental service, the first of its kind, applies mathematical modeling techniques to the prediction of water renewal rates for various portions of estuaries. The service is an essential aid to managing and conserving water resources and to reducing estuarine pollution.

Among the more interesting of the fleet's ships are *Rude* and *Heck*. The 90-foot, 214-ton sister ships operate as a team in locating underwater navigational hazards. Using a method perfected by the Coast Survey more than a half-century ago, they operate about a mile apart, locating obstructions by dragging between them at a predetermined depth a steel wire suspended

USC&GSS Mt. Mitchell.



from trailing buoys.

The wire is normally towed at a depth of 35 to 90 feet, suspended from surface buoys.

When the wire catches on an obstruction, it becomes taut, forming the letter V. The least depth over the obstruction is then determined. When warranted, the obstruction is noted on nautical charts.

Each ship carries a normal complement of two officers and eight crewmen. One officer serves as commanding officer of the two ships, the other as executive officer.

**T**HE FLEET's missions each year are both varied and routine, often time-consuming, sometimes exciting.

A typical year's operations are those carried out in 1969. These included the assignment of four ships which joined other vessels and planes in a three-month study off the island of Barbados of the effects the



USC&GSS Pathfinder.

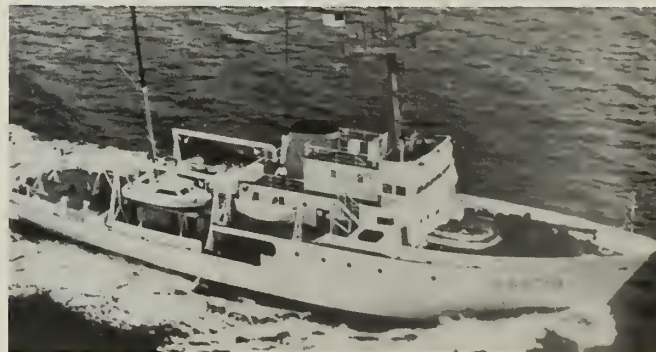
ocean and atmosphere have on each other and on the weather, important in improving our ability to forecast weather further in advance.

Other scientific projects included drifting across the north equatorial Atlantic on an air-sea research project, together with oceanographic ships of England and West Germany; analyzing the physical characteristics of the sea bottom off the Bahamas to provide knowledge of the engineering properties of marine sediments; an investigation of the nature of the Florida current or Gulf Stream in the Straits of Florida; and studies of the tides and tidal currents of the Gulf of Mexico.

Additional scientific projects included investigations of the Polar Front where the waters of the Arctic and Pacific Oceans meet in the North Pacific; studies off the northwest coast of the sub-surface undulations of the sea called internal waves; research on the submarine mountains and valleys on the floor of the North Pacific; and surveys of Norton Sound between Alaska and Siberia in a program aimed at estimating offshore mineral resources.

Scientific projects are carried out in cooperation with ESSA's oceanographic and meteorological re-

USC&GSS McArthur





search laboratories.

While these scientific activities were underway, other Coast Survey ships were measuring and charting the depths of America's coastal waters in Puerto Rico, North Carolina, Massachusetts, Hawaii, Alaska, Mississippi, and New York to insure safety from navigational hazards for the hundreds of vessels which daily pass to and from the ports of the U. S.; carrying out current surveys in Hampton Roads, Va., and Penobscot Bay and River, Maine; and wire dragging inshore waters in Chesapeake Bay and off Charleston, S. C., where the hulks of perhaps as many as five Confederate Civil War blockade runners were located.

**T**HE FLEET is based at the Coast Survey's Atlantic Marine Center, Norfolk; the Pacific Marine Center, Seattle; and the Ships Base at Miami. Seattle is the home port for *Oceanographer*, *Surveyor*, *Pathfinder*, *Fairweather*, *Rainier*, *Davidson*, and *McArthur*, while Norfolk is home for *Mt. Mitchell*, *Peirce*, *Whiting*, *Rude*, *Heck* and *Ferrel*. *Discoverer* is based at Miami.

The Coast Survey and the Navy have cooperated closely over the years. During World Wars I and II, Coast Survey vessels carried out wartime duties with



A lookout on the bridge of USC&GSS Mt. Mitchell.

Crewmembers of USC&GSS Mt. Mitchell retrieve a drogue buoy.



USC&GSS Ferrel.



USC&GSS Davidson.

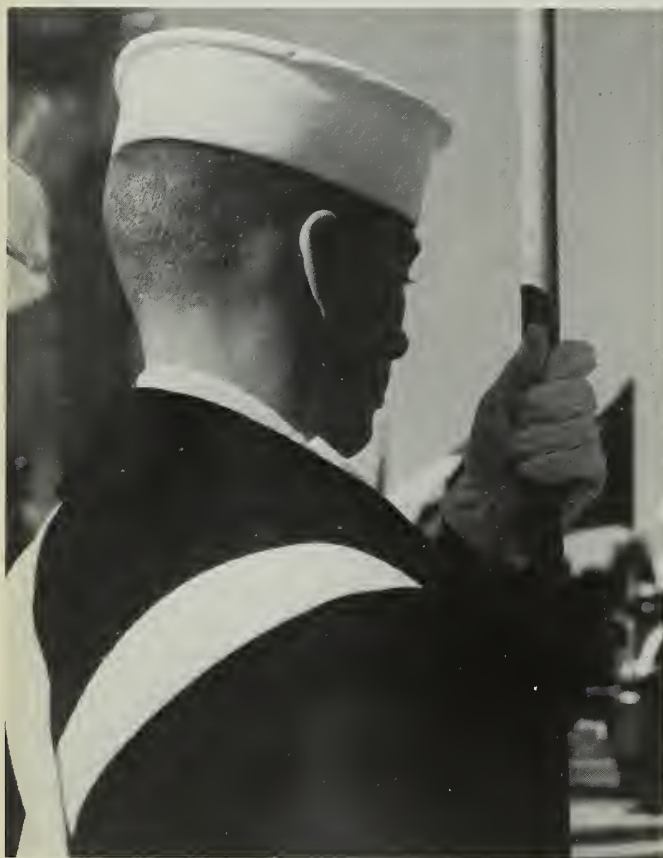
the Navy, some under their own command, others under Navy direction. They were there when American forces assaulted the Japanese in the Aleutians and in the South Pacific campaigns. Although sparingly armed, they survived enemy attacks and one German submarine is credited during World War I to a Coast Survey vessel.

Before World War I, many naval officers served aboard Coast Survey vessels. Perhaps the most noteworthy was Captain Charles D. Sigsbee, commanding officer of the battleship *Maine* which was sunk in Havana harbor in 1898.

*There you have it — an introduction to the ships and crews of the United States Coast and Geodetic Survey. They do an important job for all who sail on the high seas and are worthy of recognition. On these pages are photos of the trim C & G S ships to help you recognize the great Little White Fleet.*



# Ceremonial



**T**HE LIMOUSINE moves slowly through the White House grounds and then comes to a stop at the red carpet. A smiling President moves forward to greet the Prime Minister as the car doors are opened. They take their positions and cannons boom a salute. The Prime Minister and President stand at attention while honors are sounded, and then move forward to inspect the President's honor guard.

Navymen in the honor guard appear particularly sharp. They stand tall and proud, and their uniforms are crisp and spotless. Each move they make is a precise execution of military drill.

On occasions such as this, which you've probably seen pictured in newspapers and on television, members of the Navy Ceremonial Guard based in Washington, D. C., are performing at their usual finest. These men, carefully selected for their appearance and fitness as well as their proficiency in drill procedures, belong to an organization which specializes in official and ceremonial functions.

The mission of the Ceremonial Guard places this unit in the unique position of representing the Navy in Presidential, joint Armed Forces, Navy and public ceremonies in the presence of the highest ranking officials of the United States and foreign nations.

It's a full-time job, because parades, funerals, retirements, inaugurations and award ceremonies, plus visits by foreign dignitaries, are recurring occasions in the nation's capital.

**E**STABLISHED IN 1931, the Ceremonial Guard is comprised of 107 nonrated men, nine petty officers and two officers (lieutenant commander and lieutenant (jg)). The Guard is attached to the Naval Station, only minutes from the Capitol, Pentagon and White House.

Membership in the Guard is exclusive; as a military ceremonial unit, the Ceremonial Guard must maintain suitability standards that are applicable to Presidential support activities, and it is the policy of the

• **OPPOSITE PAGE:** Members of the Navy Ceremonial Guard stationed in Washington, D. C., appear with members of the other services in ceremonies of many kinds—observing Lincoln's birthday, greeting dignitaries, or providing a guard of honor for military funerals.



# Guard



# Ceremonial Guard

Secretary of the Navy that only those personnel who are the most suitable and qualified in all respects will be assigned. Nonrated men are selected while undergoing recruit training.

The nine petty officer billets (one is for a chief boatswain's mate) are written for boatswain's mates, gunner's mates and signalmen. However, these billets may be filled by highly qualified men of other ratings. (For qualifications see page 57.)

The tour is two years for nonrated guardsmen. A petty officer serves two years or the normal tour of shore duty for his rating, whichever is greater.

Petty officers are selected primarily to provide leadership—and to train their men in leadership.

The idea of training within the Guard is that after sufficient guidance under the leadership of experienced Guard petty officers, nonrated guardsmen will learn to handle responsibility, taking charge of ceremonial details without petty officer supervision—important details such as a color guard at the White House or the Tomb of the Unknown Soldier.

A typical working day is from 0730 to 1630. If there is no ceremony to attend (and this is unusual), the Guard routine might involve physical training, close order drill, casket bearing practice, firing party and colors team practice, or a lecture or study hour

for advancement in rating. The remainder of the day may be devoted to uniform upkeep and recreation.

The Ceremonial Guard is very active in sports and has won the Naval Station league "Iron Man" trophy for four consecutive years. (The trophy is awarded permanently to the unit which wins it for three consecutive years.)

**E**ACH TIME a head of state or other foreign dignitary arrives in Washington, the Ceremonial Guard provides two officers, a platoon of troops, the Navy color bearer and state flag bearers for the President's honor guard. Additionally, there are wreath-laying ceremonies at the Tomb of the Unknown Soldier and the John F. Kennedy gravesite, as well as honor cordons when foreign ambassadors present their credentials to the President or the Secretary of State.

When the Secretary of the Navy and the Chief of Naval Operations receive official visitors, or when a long-time Navyman retires, the Ceremonial Guard forms the honor guard at the Washington Navy Yard.

In the course of all these ceremonies, members of the Ceremonial Guard probably see more politically prominent people than do any other Navy men.

Ceremonies such as Presidential inaugurals and State funerals also involve responsibility. For the former, the Guard provides a complete marching unit in addition to men for color guards and the flag section of the inaugural parade. For State funerals, the Guardsmen serve as casket bearers, color guards and marching units, and stand the "death watch" near the body which usually lies in state in the Capitol rotunda.

In recent times, the funerals of former President Dwight D. Eisenhower and Senate Minority Leader

• **PARADING THE COLORS**—Ceremonial Guard members and men of sister services form color guards for military ceremonies.





Everett Dirksen were two in which members of the Guard participated.

Naval funerals at Arlington National Cemetery also are solemn occasions in which the guardsmen participate—some 700 times each year. The guardsmen form the naval escort and serve as members of firing parties, color teams and casket bearer units, taking part in the funerals of Navymen ranging in rank from seaman to admiral.

**G**UARDSMEN WEAR the standard Navy uniform, blue or white, appropriate to the season. If the weather demands it, a peacoat and white scarf are worn. White gloves are worn during ceremonies.

Unusual features of the uniform are white leggings, white belts with special buckles, and shoes with double soles. The latter give the guardsmen added height, but most importantly are more comfortable when the men must stand on hot pavement. (The extra sole gives added support and also provides another layer of insulation from the heat of the pavement.) Metal cleats on the heels and toes prevent excessive wear, but this is a mixed advantage because the cleats have been responsible for the fall of more than one guardsman.

The entire uniform is identified as either "Winter Ceremonial" or "Summer Ceremonial," and each guardsman is provided with an additional cash allowance to purchase the extra items needed. (The white gloves, leggings, belts, scarves, and the brass belt buckles are provided by the Ceremonial Guard for each man.)

In order to be immaculate when on public view, the guardsmen put the washing machines and dryers in their barracks to good use. Each man is responsible for the care and maintenance of his uniform, and to make the job easier, he has access to tailor-shop-style pressing machines.

At a ceremony, the guardsmen always look as though they just stepped out of a shower and into spotless, pressed uniforms. This is true even though in order to arrive at the ceremony, the men must ride through heavy traffic in a bus. There are tricks employed, such as keeping white gloves in plastic bags until the men are ready to put them on, and, when they sit down in the bus, extending their legs in order not to damage the crease in their trousers. Getting on and off the bus requires great care in order to prevent the uniform from touching anything that will soil it.

What happens if a man's uniform gets splashed while he is waiting for a ceremony to begin? The answer is simple—the man just doesn't appear. There always are supernumeraries assigned, and the show goes on with an immaculate team.

**I**N A GROUP that thrives on perfection, and which is so much in the public eye, a mistake becomes news. An error during the arrival of a head of State

might be seen by the entire world. A faux pas at a funeral could be very embarrassing. There aren't any mistakes to report.

About the worst thing that has happened is a color guard's hat having been knocked off by a flag on a windy day. Sometimes the weather is so cold that rifles refuse to fire at a funeral. Occasionally, a guardsman will pass out from standing at rigid attention for a long time during hot weather. (But those who keep track of such statistics say the Navy Ceremonial Guard has fewer "casualties" than the other services.)

Whenever the guard participates jointly with the guards furnished by the other services, there is keen competition to put forth the best appearance. The Navymen are their own worst critics. To the public, they always have flawless uniforms and faultless precision. To his fellow guardsmen, however, a man who makes a small mistake or has even a microscopic smudge on his uniform may receive a razzing he will not soon forget.

—JOCS Dan Kasperick, USN.

The photographs appearing on these pages were made available by the Commander of the Ceremonial Guard, Lieutenant Commander J. S. Ekstrom, USN. Additional photographs were specially taken by Photographer's Mate 2nd Class Al Schmidt of the Public Affairs Office, Naval Station, Washington, D. C.



# today's navy



## Cree Takes Sterrett Award

The annual Marjorie Sterrett Battleship Fund Award has been presented to the fleet tug *uss Cree* (ATF 84).

The Pacific Fleet Service Force tug's welfare and recreation fund received \$714.43 for her selection as this year's winner of the award.

The Marjorie Sterrett Battleship Fund began in 1917 with the following letter to the editor of the *New York Tribune*:

"Dear Sir:

"I read in your paper every morning a lot about preparedness. My grandpa and my great grandpa were soldiers. If I was a boy I would be a soldier too, but I am not, so I want to do what I can to help. Mama gives me a dime every week for helping her. I am sending you this week's dime to help build a battleship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund. I am thirteen years old, and go to Public School No. 9, Brooklyn.

Truly yours,  
Marjorie Sterrett"

Each year the commanders of the Atlantic and Pacific Fleets nominate ships which stand first in battle efficiency competition within their types for the award. The Chief of Naval Operations chooses the winner from among the ships nominated.

*Cree* was commissioned in 1943, and took part in the assault and occupation of Iwo Jima and Okinawa Gunto during WW II. In the Korean conflict, she provided rescue, salvage and towing for the United Nations navies.

Since the Korean conflict, she has provided services for the Naval Electronics Laboratory, involving *Trieste* bathyscaph operations, and for the Fleet Training Group at her home port, San Diego. In May 1968 *Cree* became the first fleet tug to conduct a submarine rescue.

In addition to the Sterrett award,

*Cree* has won two Battle Efficiency "E"s as the most battle-ready ship in her class; three Ney awards for the best food service in her class; and the Arleigh Burke Fleet Trophy as the most improved battle-ready ship in the Fleet.

## \$10,000 in Cash

For a few glorious moments, Electronics Technician First Class Thomas E. Davis III knew the feel of \$10,000 in small bills. Davis, who was serving in *uss Concord* (AFS 5), had shipped over for five years and the bundles of greenbacks represented his reenlistment bonus.

After he had been duly photographed with \$4000 under each arm and a \$2000 bundle of \$20s in his hands, Petty Officer Davis returned the cash to the ship's disbursing office in exchange for a less photogenic but more practical Navy check.

In addition to collecting a \$10,000 windfall, Petty Officer Davis was also becoming well traveled.

He was cruising the Mediterranean with the Sixth Fleet when he collected his bonus and was scheduled for transfer to the U. S. Naval Station at Roosevelt Roads, Puerto Rico.

## Sailor-Teachers

Four seamen from the ocean minesweeper *uss Impervious* (MSO 449) found a rather unusual way of filling in a few spare hours of liberty recently while their ship was in the yards in Hawaii.

They coached students in recreational activities at the Hahaione Elementary School in Honolulu.

Coaching was nothing new to the foursome, comprised of Seaman Mike Ritchie, Electronics Technician Seaman Richard Kunz, Seaman Thomas Metzger and Radarman Seaman Bob Steele. All have experience teaching youngsters athletics.



This particular coaching arrangement was made in cooperation with the ship's commanding officer, Lieutenant Dennis M. McCord, and the school's principal, Mrs. Thelma Yoshida.

Playground activities range from limbering and stretching exercises to balanced walking maneuvers. Even a little touch football, including all-girl squads, is practiced.

The program, only a few months old, has proven so successful, that the men of *Impervious* and the school officials are considering expanding activities to include a safety program.

Meanwhile, where once the tot masses of Hahaione Elementary scrambled for the turf and sandlots at the sound of the recreation bell, they now walk with precision, in single file, to the rhythmic Pied Piper instructions of their Navy coaches.

—JO3 Sylvia M. Rosas, USN

### Kagoshima Liberty

Not many Navymen see Kagoshima. When the cruiser *uss Newport News* (CA 148) anchored there recently, she was the first American naval vessel to visit in many months.

According to her crewmen, the picturesque southern Japanese port city was well worth the visit.

Kagoshima has been called "the Naples of the Orient." The reasons for the comparison are evident in the city's scenery — in particular, the active volcano Sakurajima which overlooks the bay. The resort city is full of green parks and shrines, yet has modern supermarkets and shopping malls.

However, the most attractive aspect of Kagoshima is its people. They have a reputation of being "kind and gentle."

*Newport News* crewmen were swarmed by curious — and friendly — people. Students gathered around them to practice their English. After conversations began, many *News*men found themselves invited to Japanese homes, where they were treated as honored guests.

Other Navymen took time to visit nearby attractions: the tropical

holiday spot of Nagasaki-ben, and the Ibusuki resort hotel with its hot spring community baths.

For those with an eye for contrasts, Kagoshima offered many: ancient stone lanterns and neon signs, booming temple bells and the noise of industry, kimonos and miniskirts.

But *News*men remember the friendly people.

—Story by JOSN R. E. Rinehart

### A Change in Destination —To Sasebo With Love

Love may not conquer all — but 8000 miles were no obstacle to the wives and sweethearts of crewmen aboard *uss Coral Sea* (CVA 43).

The ladies decided that a full



After 8000 miles and five months of separation, a happy couple is reunited in Sasebo.

seven- or eight-month cruise was too long a time to be separated from their men. Since the ship couldn't come home any earlier, they brought home to the ship.

A group of them arranged a flight to Japan last year to meet the ship in mid-cruise. That operation was called "To Tokyo With Love."

This year the operation was the same. Only the destination was changed.

The carrier had been deployed five months when the group board-

ed a plane in Oakland and flew to Fukuoka, Japan.

An advance party of 80 of their husbands met them at the airport; then the group went by bus to nearby Itazuke Air Force Base.

At the base, they attended a cocktail and dinner party at the officers' club, then slept in the BOQ the first night. The next morning, a caravan of buses took the group to Sasebo.

Their arrival could hardly have been better timed. As the buses pulled onto the pier, *Coral Sea* was being moved into place for mooring by yard tugs. Despite a cold rain, the women streamed from the buses.

Finally the brow was down and the ladies came aboard to meet their men. Confusion reigned on the quarterdeck.

Reunited couples gathered their belongings and headed for shore on leave.

The best port call of a cruise is coming home, of course. But for the men (and women) of *Coral Sea*, this time Sasebo was a close second.

—Story by JO2 Paul G. Sherwood

### Crilley and Crandall Team Up

The Navy's two salvage heavy lift craft, *Crilley* (YHLC 1) and *Crandall* (YHLC 2), have provided valuable support for the "Brown Water Navy" in Vietnam.

The largest salvage craft in the world, they can lift 2400 tons apiece. They also provide a platform and support services for diving teams who survey sunken wrecks and prepare for recovery or destruction of the hulks.

The two craft were used together for the first time this winter by Harbor Clearance Unit 1 in the My Tho River. Their job was to raise the 20,000-ton dredge *Sand-pumper*, which sank when it struck a live 105-mm shell on the bottom. Salvaging the dredge was expected to take somewhat less than a month.

No two jobs for the craft are alike. The officer and 26 enlisted men in each crew must be versatile and ingenious. When the volume of work demands it, a cook may



The guided missile destroyer USS John King (DDG 3), homeported in Norfolk, Va., steams in calm seas.

handle a line, or a gunner's mate may type an order.

The crews and the diving teams work in constant danger—not only from the enemy. Men on deck must work near heavy cables and machinery; divers operate in waters where swimming is nearly impossible and visibility is nil.

Maneuvering the craft presents more problems. They are not self-propelled, and must move by using their anchors or with the help of river tugs. The conning officer must stay alert to order the various positions needed to salvage a wreck.

Built in 1943, the craft were originally used by the Germans for harbor clearance in World War II. (*Crilley* was then named *Energie*, and *Crandall* was *Ausdauer*.) In 1957, the United Nations leased them from the German Navy to clear the Suez Canal of sunken vessels.

After the U. S. bought them in 1966 from Germany, the craft received extensive conversion and overhaul—including air-conditioning in the crew's quarters.

*Crilley* and *Crandall* don't look very impressive. But when they're manned by the "Salvors" of HCU-1, they give wrecks a big lift.

—JO2 Mike Davidchik, USN

### Welcome, Welcome, Welcome

The cruise was over. Now the ships and their men came home to rest.

For some ships, it was the last homecoming of a long, eventful career.

- *uss Boston* (CA 69) returned to her namesake city for the last time before decommissioning, ending a six-month cruise in the Western Pacific (her third) and a 26-year history.

The guided missile cruiser provided gunfire support for allied troops ashore during her last deployment.

Even in the twilight of her career, *Boston* continued to gather honors. She was recently named to receive the Battle Efficiency "E" for the second straight year as the Atlantic Fleet cruiser with the highest standards of operational excellence.

Sixth in a line of Navy ships of the same name (the first two entered service in 1776), *Boston* earned 10 battle ribbons in World War II.

She provided antiaircraft cover for 3rd and 5th Fleet carriers and bombarded enemy-held beaches in many of the Pacific campaigns of

1944 and 1945. She was present at the Marshalls and Marianas, Iwo Jima, the Okinawa and Philippine campaigns—and finally at the surrender in Tokyo Bay.

After decommissioning in 1946, *Boston* was modernized and returned to active service in 1955 as the world's first guided missile cruiser, with her after 8-inch turret replaced by a twin *Terrier* launcher.

For the next 11 years she served in the Atlantic and Mediterranean. Since 1967, she made one Vietnam cruise a year.

- *uss Prichett* (DD 561) became the last *Fletcher* class de-



PROVIDENCE TO CHICAGO ONLY 10 FEET—(CLG 6) and USS Chicago (CG 11) moored side by side.

stroyer to return to San Diego from an overseas deployment as she ended a Vietnam cruise and prepared for inactivation.

Commissioned 15 Jan 1944, *Prichett* saw action in three conflicts. She was hit by a kamikaze in World War II, patrolled Korean waters during the action in that country, and made five cruises to Vietnam.

During her last tour, *Prichett* provided gunfire support for allied forces in the Republic of Vietnam



and served as plane guard for attack carriers in the Seventh Fleet.

- *uss Galveston* (CLG 3) returned to San Diego from the Med on her last cruise.

The light cruiser was one of the ships in the group recently designated to be inactivated as a result of the Project 703 reduction ordered in the DOD cutback. But *Galveston* went out with a flourish as she lent a helping hand to people in distress.

*Galveston's* helicopter detachment made a dramatic rescue during the cruise. A Greek tanker, with 15 persons aboard, was aground and breaking up in a

back to San Diego after a seven-month cruise to WestPac. A month after her return, the cruiser was due to move to Long Beach for three months of yard work.

- *uss Biddle* (DLG 34) arrived at Norfolk after her second Vietnam deployment. The guided missile frigate performed search and rescue, plane guard and PIRAZ duties in the Gulf of Tonkin. Undersecretary of the Navy John W. Warner came aboard while *Biddle* was on station to award her the Meritorious Unit Commendation for her first deployment in 1968.

- *uss Halsey* (DLG 23) pulled into San Diego after a Vietnam cruise. She operated primarily as a search-and-rescue ship during her tour.

These destroyer types returned from Western Pacific cruises:

*Perkins* (DD 877), *Buck* (DD 761), *John W. Thomason* (DD 760), *Wiltzie* (DD 716), *John R. Craig* (DD 885), *Taussig* (DD 746), *Herbert J. Thomas* (DD 833), and *Hamner* (DD 718), to San Diego.

Destroyer Squadron 23, including *James E. Kyes* (DD 787), *Everett F. Larson* (DD 830), *Walke* (DD 723), *Bronstein* (DE 1037) and *Schofield* (DEG 3), to Long Beach.

- The Caribbean Ready Group came home to Norfolk after four

months in southern waters. The group includes the amphibious assault ship *Guam* (LPH 9), the amphibious cargo ship *Muliphen* (LKA 61), the dock landing ship *Plymouth Rock* (LSD 29) and the tank landing ships *Walworth County* (LST 1164) and *Grant County* (LST 1174).

The group took part in two operations during the cruise: "Escort Tiger 7," a quick-reaction exercise in the Virgin Islands; and "Jung-ex," a jungle survival exercise for Marines of the group in Panama.

- Five ships of the Sixth Fleet Amphibious Task Force returned to Norfolk together to end a five-month Mediterranean cruise. They are the amphibious transport *Francis Marion* (LPA 249), the amphibious cargo ship *Rankin* (LKA 103), the dock landing ships *Fort Snelling* (LSD 30) and *Donner* (LSD 20) and the tank landing ship *York County* (LST 1175).

- *uss Sylvania* (AFS 2) returned to the States after four and a half years in the Mediterranean.

The combat store ship changed her home port from Naples to Norfolk. She was relieved in the Med by the new *Concord* (AFS 5).

During her Sixth Fleet duty, *Sylvania* won three Battle Efficiency "E"s, two supply efficiency "E"s from ComServLant, the Mar-



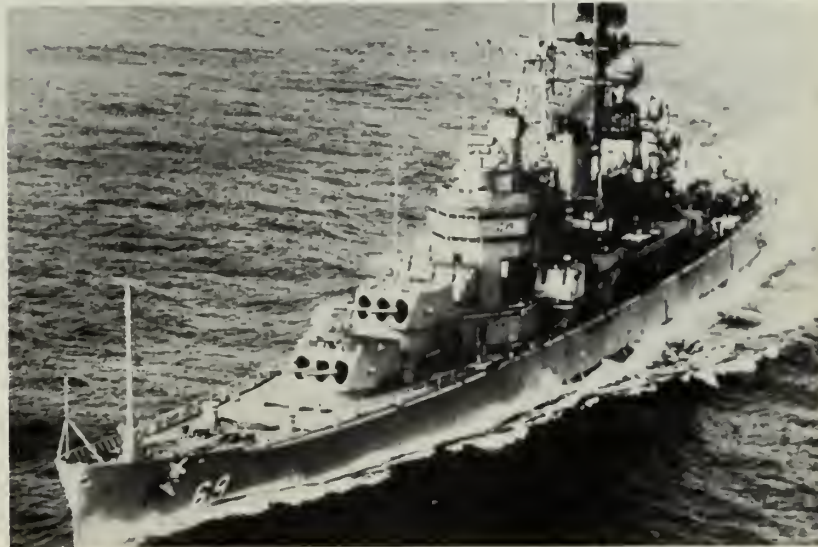
guided missile cruiser USS Providence side at Naval Air Station San Diego.

storm off Malta. The helo from *Galveston* had taken one load of crew and passengers to safety and was hovering over the stricken ship with a second load when a huge wave struck the aircraft and damaged its engine. The helo barely made it to shore, where it crash-landed. All aboard were safe.

For other ships, homecoming meant only a short rest before taking on another assignment.

- *uss St. Paul* (CA 73) came

USS Boston (CA 69) returned to her namesake city for the last time before decommissioning, ending a 26-year history.



## TODAY'S NAVY

jorie Sterrett Award and the Engineering "E."

• *uss Mauna Kea* (AE 22) came home to Concord, Calif., after an eight-month WestPac cruise.

The climax of the deployment came during Typhoon June in October, when the ammunition ship assisted in rescuing *ss Cebu Transport* after the Philippine freighter had lost all power and was in danger of sinking. After steaming to the scene through 40- to 60-foot seas and winds gusting to 105 knots, the Navy ship passed towing gear to an American merchant ship.

Then she made the most unusual replenishment of the cruise: sending 300 pounds of food, packed in watertight bags and kapok, to *Cebu Transport*. The hungry merchant crewmen dragged the bags across 100 feet of foaming seas—quite a departure from *Mauna Kea's* usual high-and-dry service.

• *uss Piedmont* (AD 17) returned to San Diego after seven months in the Western Pacific.

The destroyer tender provided a wide variety of repair services to

350 Seventh Fleet ships. On the side, in the Philippines and Taiwan, she distributed Project Hand-clasp materials, provided medical and dental care to remote villages, and encouraged crewmen to help during off-duty time in conversational English classes and village repairs.

### 5000 for Garrett County

Landing a helicopter on a deck area 53 by 60 feet usually is not much of a challenge to an experienced pilot. However, if it's night, and the deck is rolling in heavy seas, and it already is occupied by another aircraft, a successful set-down is tricky business.

And so it goes with flight operations aboard *uss Garrett County* (LST 786) which, despite the potential hazards, recently recorded her 5000th safe helicopter landing.

The modified tank landing ship has been in the aviation business since 1966 when she was taken from the Reserve Fleet and fitted to operate UH-1B *Seawolf* gunships. She has served off Vietnam since March 1967 as a patrol and

helicopter support ship.

The 5000th landing was made by Lieutenant Commander Victor Beck, USN, officer in charge of the 16-man helicopter squadron detachment embarked on board *Garrett County*.

### Renshaw Wins Friends

As *uss Renshaw* (DD 499) came home to Pearl Harbor for retirement after her 13th Western Pacific cruise, her crew could be doubly proud.

In 27 years of service, she had made a fine record fighting America's enemies. But at the same time, the destroyer had done an equally good job of winning friends for America.

Off Vietnam, she had picked up a downed pilot in remarkably short order; had responded just as quickly to calls for fire on the gunline; had neutralized a weapons position firing on her spotter plane; and had ridden 30-foot waves while patrolling the Taiwan Strait.

Twice during the six-month deployment the ship was called on for blood donations. Both times the

## Navy Students' Wives Work For the Community

Wives of students at the Naval Postgraduate School seldom if ever want for ways to occupy themselves while their husbands are busily attending classes or burning the midnight oil.

Many of them take part in the programs sponsored by the Officer Students' Wives' Club (OSWC) which has a membership of almost 800, one of the largest wives' clubs in the Navy.

Much of their work is routine, but many volunteer hours are exciting and rewarding. For example, some wives might be making lavettes while others help collect blood for the Red Cross. Some work at the Thrift Shop, and many take training courses, run fund drives or help with the annual Dress-A-Doll project.

Like many other club members and individuals in the U. S., these Navy wives have helped support our servicemen in Vietnam. For instance, last August they gift-wrap

ped "ditty bags" filled with toothbrushes, soap, washcloths, pens, nuts, candy and gum, and mailed them in time for Christmas.

There are also many Red Cross volunteer workers among the wives. They assist at the hospital at Ft. Ord, a nearby Army base; at the Dependents' Clinic, Monterey Naval Auxiliary Landing Field; and at the Dental Clinic at the Presidio of Monterey.

The OSWC has worked on a number of projects sponsored by the Superintendent of the Naval Postgraduate School in addition to the social work conducted in the community. Two of the primary activities in community service include assistance provided the Lyceum of the Monterey Peninsula, a nonprofit organization which helps gifted children in the area; and cooperation with the Monterey Institute of Speech and Hearing.

—Story and Photos by  
JOC Bill Locklar, USN.



crew responded. In Yokosuka, at the beginning of the cruise, 65 *Renshaw* men gave blood for U. S. servicemen in Vietnam. Later, in Hong Kong, 70 crewmembers donated blood to the Red Cross for the needy people of that city.

In Sasebo, a few *Renshaw* sailors discovered the World Mission for Children, one of several orphanages around the world under the same organization. After helping clean up the grounds and doing some carpentry work, they told their shipmates about the friendly children who wanted to play baseball and basketball with them.

That started a ball rolling, so to speak. Larger groups began visiting the orphanage to do cleaning and painting jobs. Then they passed the hat, bought materials and built a softball backstop.

When the backstop was finished, the Navymen celebrated by taking 20 of the children to the zoo for a day. They reported that it was hard to tell who had the best time — kids or sailors.

The time came for *Renshaw* to leave Sasebo. Her crewmen bought medicines, vitamins and candy for

the children, found they had about \$150 left over from their donations, and turned the money over to the orphanage director too.

In Hong Kong, *Renshaw* played host to more than 100 school-children, aged six through 15. In groups of 20, the pupils and their teachers came aboard every day to tour the ship, eat ice cream and watch cartoons.

*Renshaw* didn't restrict her charitable work to in-port periods—nor to the people of friendly nations.

In the Gulf of Tonkin, she received a report that a 25-foot boat carrying five North Vietnamese fishermen was swamped and breaking up in heavy seas. The ship plowed through the waves at flank speed to reach the scene and picked up the fishermen from a rubber raft, which had been dropped earlier by a Navy plane.

Minutes later, the fishermen saw their battered craft sink.

Crewmen gave the Vietnamese dry clothes, fed them, and gave them cigarettes, fruit and candy. The fishermen couldn't thank the Americans in English — but their smiles expressed their gratitude.

Since World War II, *Renshaw* did her part in combat. But she also left many friends in Asia — even five in North Vietnam.

### All Defensive Drivers

After taking note of the nation's rising automobile accident rate, the Navy Appellate Review Activity in Washington, D. C., didn't just sit there. It did something to keep its men alive and well.

All licensed Navy drivers were required to complete the National Safety Council's Defensive Driving Course which was prescribed by OpNav Inst 5100.10 of 25 Apr 1969.

The course was also open to the Activity's Marine Corps and civilians, and all licensed drivers on duty at that command successfully completed the course. The Navy Appellate Review Activity believes it is the first Navy command to achieve this.

And, as some sea lawyer somewhere must have said at some time, "A good defensive *modus operandi* in traffic is the best way to avoid becoming a *corpus delicti*."

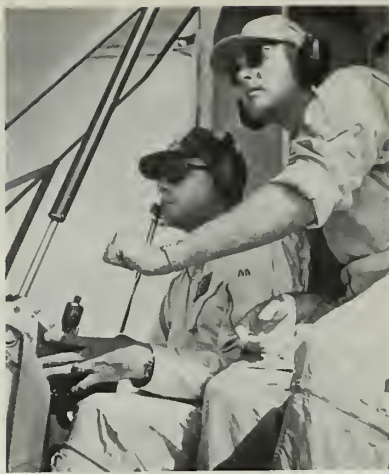


Photos clockwise from above: Two wives prepare baby clothes while participating in the Layette Program. (2) As a Red Cross Volunteer, a Navy wife assists in dental care. (3) Wives attend the Navy Relief Training Courses. (4) OSWC members prepare "Ditty Bags" for Vietnam (5) A dress from the Thrift Shop. (6) An OSWC member prepares a message for a Vietnam-bound package.



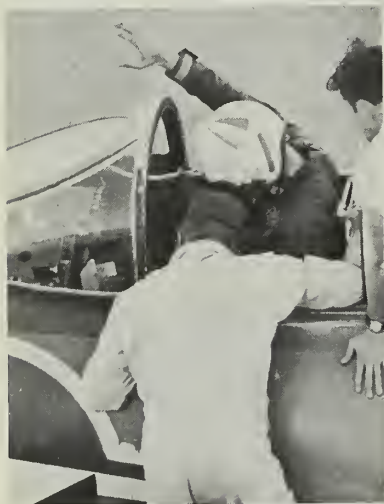


Two officers of VC-8 line up the QF-9 Drone aircraft for its final "NOLO" flight.



Drone Rodia Control Console operator receives a final checkout.

## A Nostalgic Farewell to NOLO



Rodia control equipment on board QF-9 Drone is checked out.

An RD2 makes a systems check of the Drone Control Console.



**T**HERE WAS considerable nostalgia at Roosevelt Roads not too long ago.

After 10 years of such duty VC 8 got off its last NOLO (no live operator on board) flight in the Atlantic Fleet. The exercise went off perfectly.

Controlled remotely by VC 8's commanding officer, the pilotless plane rose steadily and was taken over by a formation of F-8 *Crusaders*. It then headed out to the Atlantic Fleet Weapons Range where it was to provide a target for evaluation of uss *Albany's* (CG 10) missile system.

Preparation of the drone was no casual affair. A lot of hard, careful work lay behind the flight. First, the plane was stripped of most of its gear until it carried the absolute minimum in navigational

and remote piloting equipment. All systems were checked off and the plane took on a full load of fuel.

The Fox control van then led it to the runway. The Fox van is an electronically equipped mobile ground control unit. Its job is to get the drone airborne. Up to this point, control of the drone was in the hands of Lieutenant (jg) Charlie de Gruy within the plane.

Upon reaching the proper launching point on the runway, the plane's systems were given a final checkoff and LTJG de Gruy left the plane. The UHF transmitter receiver was removed from the nose gear.

All systems were GO, and the Fox van took over complete control of the aircraft. With a roar that could be heard up and down the VC 8 flight line, the drone lifted off in an almost perfect trajectory.

**C**ONTROL WAS THEN transferred to a T-28 flying overhead. After the T-28 had taken the drone to a given altitude and speed, manipulation of the pilotless plane was taken over by an F-8. Both planes then headed for the firing range where the F-8 lined up the drone for its firing run.

For the final phase, control of the aircraft was turned over to the Atlantic Fleet Weapons Range telemetry controls.

Like a hunter in a duck blind, *Albany* waited for the signal that would launch her missile. In destroying the drone, realism was added to the exercise and technical evaluations of the warhead were made possible. For the drone to be destroyed, permission had to be

The Drone (right) in flight under radio control from the T-38 chase plane.





granted by OpDev 4 in Norfolk.

The use of such drones has played an important part in the evaluation of missile systems. Ships testing their missile firing components attempt to test the range and firing capabilities of the missiles and their warheads. By tracking the plane and exploding the missiles at a designated spot near the aircraft, they also test the accuracy of their tracking systems.

VC 8 launched its first NOLO in December 1959. The squadron has been at Roosevelt Roads, Puerto Rico, for the last 11 years. VC 8 also provides realistic multiple target drones for firepower demonstrations, as well as multiple target drone presentations in an electronic warfare environment.

The squadron holds three Fleet records. In June 1965, they had 13 target drone presentations in one day; seven QF 9 target drone presentations in one day and six QF 9 launches in a single day.

VC 8 now operates nine different types of aircraft and four concomitant target systems in support of the Atlantic Fleet Weapons Range.

### FT Drill Team Is Sharp

"Mark time, mark! . . . 27—Alfa—Delta—Hut! . . . 15—two—rifle salute . . . Bravo—cross continuous—Hut! . . . Center line, ready now. . ."

Heels click on pavement and rifles clatter, keeping the cadence. Polished bayonets flash together in the sunlight. The crowd lining the street becomes silent as 17 Navy-men on parade salute the colors.

"Forward — normal cadence — Hut!"

Applause sweeps through the crowd. The Fire Control Technician Class "A" School Precision Drill Team has again given a moment of inspiration to fellow Americans.

In its 14 years of existence, the team has taken more than 900 first and second place trophies in marching and show competition while performing its mission, presenting the Navy to the public.

The team, begun in San Diego



The Fire Control Technician Class "A" School Precision Drill Team performs the "Alpha Cross."

and then moved to Mare Island with the school, has never lacked volunteers. If students choose to join, they must take part in performances and two-hour nightly practices on their own time, and must keep a high academic average to stay in the team.

Despite the rapid turnover in membership because of the 18-week length of the school, the team keeps winning prizes in parade and field competition.

The FT team performs either as a parade unit or as a show unit. For show performances, eight men in a precise 22-foot square perform a series of intricate rifle and marching maneuvers. In parades, 17 men, including a color guard, perform rifle salutes, manuals and marching maneuvers as they approach the reviewing stand.

In both types of performances, the team uses standard 13-pound 1903 Springfield rifles with bayonets, not lightweight parade pieces.

Most of the team's performances are at local patriotic celebrations throughout Northern California. It appears every year at the San Francisco St. Patrick's Day, Columbus Day and Veterans Day parades.

The highlight of the year is the



The FT Drill Team performs a close order drill.

Armed Forces Day parade in Torrance. The FT school team has been named "Best Military Drill Team" six of the seven years it has participated, competing with teams from the entire western half of the nation.

A drill team is a dramatic way to show the traditional qualities of armed forces — highly trained men striving for individual perfection, but committed to a common purpose with pride.

The FT "A" School drill team, with every precise movement, tells the people watching them that its members are proud to be a part of the United States Navy.

—Story and Photos by  
JO3 Toivo Avapuu

# bulletin board

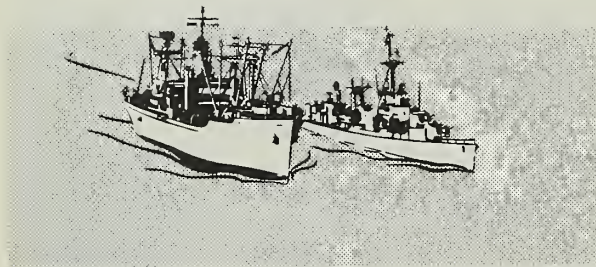
## **New Contact Offices Will Provide Link Between Overseas Navyman and Family**

The link between the Navyman aboard ship overseas and his family has been strengthened by the establishment of contact offices at the home ports of commands during deployments.

Equipped to assist the Navy family in times of emergency and to provide advice in personal matters, the contact office also serves as an information source, providing up-to-date news of each unit's activities. This may include ship or unit achievements, port visits, schedule of returns and welcoming plans.

In addition to predeployment information provided in letters from commanding officers, and material provided in the Preparation for Overseas Movement brochures, the contact office will assist families in obtaining any additional information that will be helpful in getting settled before the ship or unit deploys.

The establishment of the contact offices was one of the recent innovations growing out of the 1969 Career Motivation Conference.



## **Insurance Dividend Announced for Holders of USGLI and NSLI Policies**

During 1970, about \$264 million in dividends will be shared by the 4,191,200 policyholders of U.S. Government Life Insurance (USGLI) and National Service Life Insurance (NSLI).

Dividend payments this year will exceed those of 1969 by \$28 million, and payments will be made on the policy anniversaries. This year's dividend increase was made possible through larger interest earnings in the two insurance funds.

The size of each dividend will depend upon the insurance plan, the age of the insured, the age of the policy and its face value. According to the VA, however, the dividend paid on each USGLI policy will average \$115. The NSLI dividend, almost \$61.

Cash payment of dividends on both USGLI and NSLI policies is automatic, and there is no need to write to the Veterans Administration.

When a policyholder dies or surrenders his policy, accrued dividends are usually paid at this time. No further payment is made when the annual dividend is declared.

## **Storage to Be Made Available for Car And Property While You Are Overseas**

It's the morning your ship deploys. You'll be gone seven or eight months.

The married man in your division gets up at home, throws his clothes and shaving kit into an AWOL bag, and drives to the ship with his wife and kids. After the ship pulls out, his wife will drive the car back home.

But you aren't married. So what can you do with your car — not to mention your stereo, civvies, and all the other things you can't take with you?

Put them in commercial storage? Expensive. Let your family in Kansas keep them? That'll be inconvenient when you get back from the cruise — and in the meantime, you shudder to think what your stupid kid brother could do to your car if he gets behind the wheel.

Now the Navy will offer a third choice: leave your car and belongings on base.

The advantages of on-base storage are evident: low (or perhaps no) cost; security; and convenience when you pull back in.

OpNav Notice 1740 of 14 Jan 1970 sets the policy: "Base commanders and station commanding officers shall provide secure storage space for the storage of personal effects and automobiles of deployed bachelors."

Details are left up to each activity, depending on what facilities are available. In most cases, unused buildings will be furnished as locker clubs, and unused areas will be enclosed with chain link fence for parking cars.

Don't expect results tomorrow. Storage areas won't just spring up overnight, of course. It will take some time for commanders to study the available buildings and space, and then to set up lockers, fences and all the other necessary arrangements. If your cruise begins tomorrow, you'll have to wait until later to take advantage of the program.

When your base does open its storage areas, you will be allowed to drive your car on base to take it to the parking area even if your state's liability insurance requirements are lower than the base's and you can't get a base sticker.

And, of course, wherever you store your belongings, you'll want full insurance — especially fire and theft coverage. Nevertheless, you'll be much less likely to collect on it if your property is on base; your car is considerably safer behind a fence than in your brother's hands.

In the words of the notice, the Navy will "spare no effort to solve the problems that cause inconveniences and annoyance to our personnel."



## Transportation Available for Foreign Cars, But Delivery May Be Very Slow

If you have a foreign car you wish to transport home aboard a Military Sea Transportation Service ship, you may do so on a space available basis, but don't expect immediate delivery.

This applies to all grades, E-4 and above, including civilian employees in comparable grades.

The delay, says MSTS, is due to a backlog of foreign vehicles waiting to be shipped from European ports. And since autos can be shipped only on MSTS controlled ships, space available shipments from European ports, in particular, will remain limited.

MSTS controlled ships include government owned vessels operated by MSTS or commercial ships chartered and operated by the Navy's sealift command. Not many controlled ships are operated between East Coast ports in the United States and Europe. Most are operated in the Pacific. Even so, there are fewer servicemen and civilian employees in the Pacific and Far East areas who own foreign cars or who are eligible to have their automobiles shipped space available.

According to MSTS, to ship a car space available, you must pay handling costs at the port where the auto is loaded and again at the delivery site. In addition, you are charged 25 per cent of MSTS' normal rate for shipment of a privately owned vehicle.

Tariff for shipment of a POV — privately owned vehicle — from Europe to the East Coast is \$20.70 a measurement ton, equal to 40 cubic feet. Therefore, the cost depends upon the size of the car being shipped rather than its weight.

MSTS rate for shipment from the United Kingdom to the States, for example, is \$19.80 per measurement ton. Cost from Hawaii to the West Coast is \$16.20 per measurement ton, while the tariff for shipment from the Philippines is \$26.30. Rate for movement of an automobile from Japan, Korea and Okinawa is \$23.60.

Cost of moving a popular small, two-door foreign car from Europe to the East Coast would be 25 per cent of \$171.81 (8.3 measurement tons times normal MSTS rate) or \$42.95. The comparable cost for a Scandinavian built four-door sedan, which is 10.2 measurement tons, would be \$52.79.

As a matter of comparison, MSTS officials consider the average medium-priced American car measures from 13 to 15 measurement tons.

## Correct Shore Tour Lengths of HMs Is Controlled by BuPers Notice 1306

In the December issue of *ALL HANDS*, on page 62, are listed the normal shore duty tour lengths in the continental U. S., for PO1s and below.

Included is a listing for Hospital Corpsmen. Scratch that listing.

Shore tour lengths for HMs are governed by BuPers Notice 1306 of 13 Jun 1969, not by the *Enlisted Transfer Manual*. Although the 13 June Notice is

undergoing revision (in fact it may be in print as of this writing), the policy for rotation of Hospital Corpsmen is briefly as follows:

### Serving Ashore

About four to six months before an HM completes a shore tour, he will be nominated for rotation to the operating forces.

Depending on his career history, NEC and the Fleet's requirements, he will be made available to either EPDOLANT or EPDOPAC for assignment to sea duty. Sea duty includes overseas (sea), toured sea duty, duty with the Fleet Marine Force and the Seabees, toured ships and shipboard duty.

### Serving at Sea

If a corpsman is assigned to EPDOLANT, he may expect to complete about 12 to 15 months or, if he's on independent duty, about 20 months in that fleet before rotating to EPDOPAC.

If he's assigned directly to EPDOPAC, an HM may expect to complete from 12 to 15 months—or 20 months (independent)—sea duty before becoming Seavey eligible.

### Serving in RVN

Upon rotation from EPDOLANT to EPDOPAC, an individual may be assigned to a Seabee or FMF unit, to a toured ship or to some other tour for a period of one year.

All hospital corpsmen who complete a Vietnam tour will be assigned shore tours as follows:

- 20-month tour if non-Seavey eligible.
- 24-month tour if Seavey eligible.

Certain personnel, because of NEC shortages, may be extended at sea or on shore if their particular specialty is needed.

Separate policies regarding male hospital corpsmen rotations have been in existence since 1966, primarily because of the corpsmen's involvement in Vietnam.

Meanwhile, Hospital Corpsmen are asked to hold tight and be alert to the latest revision to BuPers Notice 1306.



## Transfer Orders for AQ Technicians Switch From Field to BuPers Control

**T**RANSFER ORDERS written for Aviation Fire Control Technicians have been issued directly from the Bureau of Naval Personnel in Washington, D. C., since 1 January.

The switch from field control to Bureau control was made with the aim toward improving the placement of AQ technicians according to their training and experience, and to increase the AQ reenlistment rate. According to rating control officials, this aim should be achieved, largely by the AQ detailee giving maximum individual consideration to duty preferences.

In the Bureau, the detailing functions of the AQ rating have been incorporated within the Avionics Rating Control Unit (Pers-B2141). A senior pay grade Aviation Fire Control Technician has been assigned



to the unit as the rating's technical advisor and detailee and is considered the AQ's Man in the Bureau.

In keeping with the individual consideration approach to detailing, personnel are invited to correspond informally with the AQ detailee on matters related to assignments. The standard chain of command should not be bypassed, however, when official requests are involved.

Commanding officers, too, are invited to forward comments and recommendations relative to technical changes and problem areas within the AQ rating. Individual or command correspondence should be directed to: Bureau of Naval Personnel (Pers-B2141), Department of the Navy, Washington, D. C. 20370, ATTN: AQ Rating Control. The detailee may also be reached by phone on AUTOVON 224-4785.

For the more than 3700 AQs now on active duty, details concerning preference cards, assignments, training, tour lengths and reenlistment procedures are briefly as follows:

**Duty Preference Cards**—Preference cards should be submitted within four months after reporting to a new duty station, and whenever changes occur, such as completion of schools, change in qualifications, dependency changes or a change in duty preference.

The standard E7/E8/E9 Duty History and Preference Card (NavPers 1306/34 (3-69)) should be used by all AQs to submit duty preferences. If this form is unavailable, a standard 5-by-8-inch card should be used. List previous training and assignments, dependency status, as well as duty preferences. Type squadron may be substituted for type ship in the appropriate block on the preference card.

Make duty choices as broad as possible to provide the detailee with reasonable alternatives. Avoid repeating duty choices to stress a preference by using the remarks block. Additionally, while cross-fleet

transfers are the exception rather than the rule, do not let the odds against receiving such an assignment preclude requesting such duty stations.

If anything is to be stressed, it should be the importance of having a current, well thought-out duty preference card on file with the AQ detailee.

**Assignments**—Normally, orders will be issued four months before transfer. Therefore, inquiries regarding future assignments are not encouraged since specific information is not available before the four-month time frame.

The type of assignment drawn is dependent upon training and experience backgrounds. Consequently, individuals who receive high-cost training in sophisticated weapons systems may expect to be retained within that particular aircraft community for at least one sea or shore cycle.

**Training**—Intermediate B School will be considered as a prime goal for all career designated Aviation Fire Control Technicians. Such training will normally be scheduled as a STAR benefit or for individuals completing shore duty. Cream-of-the-crop selection will continue to be reflected in assignments to Advanced B School and participation in NESEP, ADCOP and similar education programs.

**Tour Lengths**—While some tour completion dates may be modified as a result of the AQ detailing switch, every effort is being made to honor TCDs established before 1 Jan 1970. Furthermore, since the detailee assumes that career designated personnel will reenlist on board, their tour lengths will be unaffected by the date of their expiration of active obligated service.

However, to take advantage of reenlistment options afforded first-term personnel, tour lengths will be modified where necessary (see *Enlisted Transfer Manual* 7.41).

Effective 1 Jan 1970, AQ tour lengths were established as below:

Rate	Sea	Shore
AQCS	36	48
AQC	36	48
AQ1	39	48
AQF2/AQB2	36	45
AQF3/AQB3*	40	45
AQFAN/AQBAN*	40	45

\* These shore tour lengths are for individuals rotating from sea duty. An A School graduate being initially ordered to shore duty will be offered a 24-month tour if he agrees to extend his enlistment so as to have 14 months' active duty remaining upon completion of his tour. Otherwise, he will be ordered to 18 months' duty ashore.

**Reenlistments**—Personal attention is an important keynote in the Navy's reenlistment program and it was one of the major aspects which supported the conversion to Bureau control of the AQ ratings.

As a result, every appropriate step possible is being taken to retain highly trained, topnotch Aviation Fire Control Technicians.



## Dental Technicians to Get Their Orders From BuPers Detailers Too

Effective 1 April, all dental technicians, including designated strikers, are being detailed from a centralized assignment desk in BuPers.

Each DT should have a current duty history and preference card on file with the BuPers detailers.

These and related points on DT distribution control were discussed in BuPers Notice 1306 (of 23 Dec 69).

The directive stressed the importance of having up-to-date duty preference cards on file with the BuPers detailers. NavPers form 1306/34 should be used for this purpose.

All DTs except chief petty officers were to submit a current duty preference card to the Bureau of Medicine and Surgery (Code 6133), before 1 April. Chief petty officers who were already under BuPers distribution control already had the preference cards on file. Waves were to submit the card in duplicate (the extra copy is for the Wave detailer).

Thereafter, a new card should be submitted four to six months after reporting to a new ship or station for duty, and six months before a tour completion date. Also, a new card should be submitted whenever there is a significant change in duty preferences.

The BuPers notice reminded DTs to request duty only in areas which have DT billets. ALL HANDS, December 1969, has a listing of billets.

## List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Once Upon a Time in the West* (WS) (C): Western; Claudia Cardinale, Henry Fonda.

*Chitty Chitty Bang Bang* (WS) (C): Musical Fantasy; Dick Van Dyke, Sally Anne Howes.

*The Great Bank Robbery* (WS) (C): Comedy

Western; Zero Mostel, Kim Novak.

*The Southern Star* (WS) (C): Comedy Adventure. George Segal, Ursula Andress.

*The Devil's Bride* (C): Melodrama; Christopher Lee, Charles Gray.

*Breakout* (C): Drama; James Drury, Woody Strode.

*The Wild Bunch* (WS) (C): Western; William Holden, Ernest Borgnine.

*The April Fools* (WS) (C): Comedy; Jack Lemmon, Catherine Deneuve.

*Number One* (C): Drama; Charlton Heston, Jessica Walter.

*Young Billy Young* (C): Western; Robert Mitchum, Angie Dickinson.

*Finian's Rainbow* (WS) (C): Musical Fantasy; Fred Astaire, Petula Clark.

*Charly* (WS) (C): Drama; Cliff Robertson, Claire Bloom.

*The Bridge at Remagen* (WS) (C): Action Drama. George Segal, Ben Gazzara.

*Ace High* (WS) (C): Western; Eli Wallach, Terence Hill.

*The Undefeated* (WS) (C): Western; John Wayne, Rock Hudson.

*Me, Natalie* (C): Comedy Drama; Patty Duke, Martin Balsam.

*Isadora* (C): Drama; Vanessa Redgrave, James Fox.

*The Oblong Box* (C): Mystery; Vincent Price, Christopher Lee.

*The Trouble With Girls* (WS) (C): Comedy; Elvis Presley, Marilyn Mason.

*The Wise Guys* (WS) (C): Action Drama; Bourvil, Lino Ventura.

*Stiletto* (C): Melodrama; Alex Cord, Britt Ekland.

*Some Kind of a Nut* (C): Comedy; Dick Van Dyke, Angie Dickinson.

*Butch Cassidy and the Sundance Kid* (WS) (C): Comedy Western; Paul Newman, Robert Redford.

*The Gypsy Moths* (C): Action Drama; Burt Lancaster, Deborah Kerr.

*Once You Kiss a Stranger* (C): Melodrama; Paul Burke, Carol Lynley.

*The File of the Golden Goose* (C): Drama; Yul Brynner, Charles Gray.

*Castle Keep* (WS) (C): War Drama; Burt Lancaster, Patrick O'Neal.

*A Place for Lovers* (C): Drama; Marcello Mastroianni, Faye Dunaway.

*The Secret World* (C): Drama; Jacqueline Bisset, Giselle Pascal.

*A Nice Girl Like Me* (C): Comedy; Barbara Ferris, Harry Andrews.

*The Lion in Winter* (WS) (C): Drama; Peter O'Toole, Katherine Hepburn.

*80 Steps to Jonah* (C): Melodrama; Wayne Newton, Jo Van Fleet.

*A Walk With Love and Death* (C): Romantic Drama; Anjelica Huston, Assaf Dayan.

*The Lonely Profession* (C): Drama; Barbara McNair, Harry Guardino.

A Talas missile is fired during a training operation. This unusual effect is seen as a line drawing interpretation of a photo by CDR Samuel B. Lancaster, Jr.





Personnel waiting for a flight via Military Airlift Command. Last year MAC airlifted three million passengers.

## TRANSPORTATION ROUNDUP

# Heading

**I**F YOU KNOW in advance just what problems may arise during an overseas transfer, that knowledge may help to reduce any pre-transfer jitters you may develop.

The first question you have, no doubt, is whether you'll go by ship or air.

You'll probably fly. Nearly all persons traveling to overseas assignments on foreign soil, or on U. S. soil outside the 48 contiguous states do fly, as the Military Sea Transportation scheduled passenger service has been discontinued, and U. S. flag commercial surface passenger liners are gradually being withdrawn from scheduled trade routes.

With it fairly well established that you'll fly to your overseas assignment, the next logical question is: How?

For all practical purposes, there are two categories of air travel that have been set down by the Department of Defense which relate to transporting you and your dependents to overseas areas. These include:

- Military airlift service provided by the Military Airlift Command at a common-user tariff rate.
- Pure commercial flights.

MAC military and MAC charter flights operate from military air terminals, such as Travis Air Force Base near San Francisco, and McGuire AFB near Philadelphia, and individual seating accommodations are arranged on regularly scheduled commercial aircraft operating in regular commercial service from civilian air terminals, such as John F. Kennedy Inter-



national Air Terminal in New York.

Other air travel overseas is provided through U. S. flag international air carriers. These airlines offer special tariff rates for DOD-sponsored passengers between the United States and specified overseas destinations, and return. At such times when MAC airlift service is not available when required, then commercial air passenger service is used.

Before a Navy dependent can enter an overseas area, the member generally has to request authorization for entry of dependents. This authorization must come from the designated administrator of the area to be entered. For instance, individuals must receive authorization from the Commander of the U. S. Naval Forces, Philippines, for permission for their dependents to enter the Republic of the Philippines.

An individual headed for Guantanamo Bay, Cuba, must receive authorization from the Commander of the Naval Base, Gitmo, for dependents to enter Gitmo. Keep in mind that it's the member's dependents who require permission to enter a specific area, not the member himself.

# Overseas?

Back to the question: How?

Passengers who require transportation from the United States to Subic Bay, Republic of the Philippines, and those from the United States to Rota, Spain, for example, are usually booked on MAC military and commercial contract MAC flights.

However, persons whose destinations are Alaska, Argentina, Belgium, Bermuda, Brazil, Cyprus, Denmark, Finland, France, Greece, Italy, Malta, Netherlands, Norway, Puerto Rico, Portugal, Sicily, Sweden and Turkey, more than likely will have accommodations arranged for them aboard a U. S. flag international air carrier.

This same type travel is also arranged for individuals en route to any or all of the countries on the African Continent and to all those in the Middle East.

In addition, almost all passengers whose destination is the Canal Zone, and who depart the U. S. unaccompanied from San Diego, Los Angeles, San Francisco or Seattle, travel via U. S. flag commercial air. The same is true of those passengers traveling unaccompanied from the Canal Zone to any of the coastal cities mentioned.

Individuals heading for Hawaii under unaccompanied permanent change of station or temporary orders from San Diego, Los Angeles, Portland or Seattle, may travel to and from in U. S. flag international air carriers. And, personnel traveling by air between Japan and either Seattle or Portland may be booked on U. S. flag international carriers.

Individuals traveling by strictly commercial air at the international tariff rate are usually the exception rather than the rule, and this transportation is used only when no other less costly air travel is available.

If you are traveling overseas unaccompanied by dependents, it is up to the command that you are leaving to make all the arrangements for your travel. It's also up to the command to confirm your overseas flight reservations and to endorse your orders as to when and where you should report and the departure time for a designated flight. Authorization for payment of the flight — either a GTR (Government Transportation Request) for commercial flights, or an MTA (MAC Transportation Authorization) for MAC flights — will be issued by the command, as well.

If you are directed to report before the expiration of any authorized delay en route (such as leave), then the reservation confirmation will terminate the delay. In other words, your leave time would be cut short and you would be expected to report according to the direction of your reservation confirmation.

On the other hand, if you are directed to report for transportation after the expiration of a delay en route, then additional delay will result. You may, if you have no objection to being charged leave for

Navy and Air Force personnel are processed through a MAC passenger service desk.



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this additional delay, remain at home until time to report as directed. But, if you don't wish to be charged leave for the additional delay, you must report to a predesignated Navy activity and report in. The period between reporting in and your flight departure will be regarded as "temporary duty awaiting transportation."

Much more is involved, of course, when you travel concurrently with your dependents, or are making arrangements for them to travel overseas alone.

To begin with, your eligibility for an overseas assignment and the eligibility of your dependents for transportation overseas will be determined during an interview held by your command.

In this regard, dependent travel to a duty station outside the United States is not authorized in the case of a member whose expiration of active obligated service is less than the prescribed overseas tour with dependents. If such is your case, you may acquire sufficient obligated service by reenlisting, executing a voluntary agreement to extend your enlistment, or agreement to remain on active duty.

The latter is a must for those individuals who have more than 17 years of active duty. They must sign an agreement to remain on active duty for the prescribed overseas tour with dependents. Reserve Navymen also must execute an agreement to remain on active duty in order to acquire the necessary obligated service required for an overseas tour with dependents.

Furthermore, E-4s must have more than four years' service on the date their orders become effective in order to be entitled to transportation of their dependents at government expense.

After your eligibility has been determined, a number of step-by-step procedures should be followed, beginning with submission of a request for entry approval to the appropriate overseas area commander having jurisdiction over the command to which you are being assigned. Secondly, if passports are required, application should be made (see your personnel

A passenger service specialist sees that tiny travelers get their share of attention.



A Navy family looks at an overseas base, their new home.

officer) using DD Form 1056, Authorization for a Non-fee Passport.

If your command receives an entry approval for your dependents from the overseas command to whom you made your request, then you may proceed to apply for transportation for your dependents. This is done by submitting DD Form 884, Application for Transportation for Dependents, according to the guidelines set down in *U. S. Navy Travel Instructions* (your personnel officer should have a copy). This application is forwarded to the appropriate overseas passenger reservation activity which will arrange accommodations, either for concurrent travel or unaccompanied travel.

Travel to transpacific destinations, including Hawaii, Midway, Japan, Korea, Taiwan, Guam, Okinawa, Philippines, Vietnam, Australia, and mobile units and ships homeported in the Western Pacific area, is arranged by the Director, Transportation Division, 12th Naval District/Naval Base, San Francisco. Travel to Alaska is arranged by Headquarters, 13th Naval District, in Seattle. Travel to all other destinations is arranged by the Bureau of Naval Personnel Transportation Division.

Normally, passports are not required for travel of military personnel, but are required for dependents and civilian employees. However, the list of countries NOT requiring dependents and civilian employees to carry passports is shorter than those countries which do. Therefore, here's the list of the areas where passports are not required: Argentia (Newfoundland), Bermuda, Trinidad, Barbados, Antigua, Eleuthera, Canal Zone, Guantanamo Bay, Puerto





Personnel deplane from contract flight at Cam Ranh Bay.

Rico, Alaska, Hawaii, Midway, Guam, Kwajalein, and Chi Chi Jima. Overseas areas where passports are not required for military personnel are listed in the accompanying box.

There are four types of passports issued by the Department of State: 1) Diplomatic, 2) Official, 3) Dependent, and 4) Regular.

The Diplomatic Passport (black) is issued to officers accredited to U. S. Embassies or Legations abroad and to dependents of their households.

The Official Passport (maroon) is issued to officer and enlisted personnel and civilian employees proceeding abroad on official duty under orders to a country requiring documentation. The official passport is issued to authorized dependents of civilian employees and to military dependents only when deemed necessary by the Department of State, depending upon the sponsor's assignment and the requirements of the country in which he is serving.

The Dependent Passport (blue) is issued to military dependents if their sponsor's assignment or destination does not warrant issuance of a diplomatic or official passport. This type of passport is endorsed by the Department of State to the effect that it is valid only for use in connection with the bearer's residence abroad as a dependent of a member of the United States military or naval forces.

The Regular Passport (blue) is issued for all unofficial travel, including travel for personal reasons, tourism, leave, and for dependents who wish to reside abroad at their own expense. The fee for the Regular Passport is \$12, nonreimbursable.

An individual is responsible for obtaining all necessary visas for Regular Passports, whereas all nec-

essary visas with regard to any of the other three passports are obtained by either the 12th Naval District Passenger Transportation Office or the Chief of Naval Personnel (Pers-B315).

Passports are forwarded to individuals in the following manner:

- Passports of unaccompanied personnel traveling on MAC or commercial surface ships will be forwarded to the address indicated in item 11 on DD Form 1056, the application.

- Passports of dependents traveling on MAC and required only for performance of duty will be forwarded to the new duty station for issue.

- Passports of dependents traveling on MAC and commercial surface ships will be forwarded to the appropriate passenger transportation office for further issue to the dependents.

- Passports for personnel traveling by commercial air will be forwarded to the address indicated on the application. In any case, passports will not be mailed to a commercial airport.

Of significant importance in relation to overseas assignments is the fitness of your dependents. If you have any questions with regard to this matter, consult Chapter 6, para 6.21 of the *Enlisted Transfer Manual*, and para 7 of BuPers Inst 1300.26 series.

Additionally, as a sponsor, you should ensure that your dependents obtain immunizations for overseas travel, either from the nearest Armed Forces medical facility or from a private physician.

Immunization requirements and procedures are covered fully in BuMed Inst 6230.1 series. Here, briefly, is the basis of that instruction:

It is essential that all individuals traveling under the sponsorship or guidance of the U. S. Armed Forces to areas outside the United States receive all necessary immunizations. These must be recorded in the yellow International Certificate of Vaccination, as approved by the World Health Organization—Public Health Service Form PHS-731 (Revised 9/66).

When you commence your travel, be sure not to enclose your certificates in your orders, or pay rec-

A Navyman takes advantage of hospitality gear while en route to overseas duty.



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ords, or pack them away in your luggage. They must be available for inspection by health authorities at any time, most certainly at the aerial port of embarkation.

If you or any member of your family cannot meet the immunization requirements of smallpox, yellow fever, and cholera, because of allergic reactions, consult BuMed Inst. 6230.1 series for processing procedures.

Special immunizations are required in four specific geographic areas.

Area I requires smallpox, typhoid, tetanus-diphtheria, poliovirus, and influenza vaccine. It includes the United States (the 50 states, District of Columbia, Virgin Islands, Puerto Rico, Wake and Midway Islands); Canada; Greenland; Iceland; Marshall Islands; Guam; all Pacific Ocean islands east of the 180th Meridian, Baja, Calif.; and the area in Mexico north of the line 50 miles south of the United States and Mexico border.

Area II includes all other areas outside of Area I. Immunization requirements for all individuals traveling to or through Area II are the same as for Area I, plus typhus. Immunization against yellow fever may also be required if dependents are traveling to an area where yellow fever may be contracted.

Area IIC requires the same immunization as Area I, plus typhus and cholera. It covers the Arabian Peninsula, Afghanistan, Burma, Cambodia, Ceylon, Republic of China, Hong Kong, India, Indonesia, Laos, Communist China, Macao, Malaysia, Pakistan, Republic of the Philippines, Thailand, Republic of Vietnam, Iran, Iraq, Syria, Turkey, Lebanon, Israel, Jordan, and Kuwait.

Area IICP—In addition to the requirements for Area I, all persons traveling to or through, or residing in Area IICP—Laos, Cambodia, and Vietnam—must be immunized against typhus, cholera and plague. At worst, you could end up needing nine inoculations.

Travel for the expectant Navy wife—even by air—requires special consideration. Women up to eight months (or 240 days) pregnant may be accepted as passengers for MAC flights unless travel is considered

unadvisable by a physician.

Consequently, a medical statement indicating the duration of pregnancy and fitness for air travel must be provided. Women six weeks or more post partum and infants six weeks or older are acceptable for air transportation as passengers unless a doctor advises otherwise. Infants under six weeks old and women who are less than six weeks post partum may be accepted if considered medically sound, and have been so certified by a medical officer.

A child under 12 years old will not be accepted for air transportation unless accompanied by a parent or a responsible adult designated by the parent or other competent authority.

Women in the first eight months of pregnancy will be accepted for commercial air travel. However, women in their ninth month of pregnancy must present an obstetrician's certificate dated within 72 hours (preferably 24 hours) of departure time, stating that the woman has been examined and found physically fit for air travel—from (place) to (place) on (date) and that the date of the child's birth is expected to be (date).

As a rule, infants under 10 days of age are not accepted for air transportation; however, questionable cases may be referred to a medical examiner for decision.

Since you will be traveling by air, more than likely, you will have a baggage allowance limit. In definition, this amounts to that luggage carried free plus any excess baggage which is authorized by orders. Dependents, however, are not authorized additional space for transport of excess baggage.

For MAC and MAC commercial air charters, the free baggage allowance is 66 pounds per passenger for all travelers, regardless of age. Each passenger is allowed one piece of hand baggage (carry-on-board) not to exceed 20 by 12 by 7 inches in size. Each piece of stowed baggage which you check aboard may not exceed 15 cubic feet.

In addition, the combined weight of hand and stowed baggage may not exceed the free allowance—66 pounds—plus excess authorized on the MAC Trans-



Personnel of a naval supply depot off-load household effects shipped over-seas.





Two Navy men visit a Family Services Center and Housing Referral Office. FSCs are located at many stations in CONUS and an increasing number of locations overseas.

portation Authorization. Purses, cameras and the like will not be weighed and may be carried on board in addition to hand baggage.

Baggage weight in excess of the free allowance must be indicated by endorsement on your PCS orders. The command from which you are being detached and all Passenger Control Liaison Officers at the MAC air passenger terminals are authorized to provide up to a maximum of 120 pounds of baggage allowance for the overseas portion of air travel for enlisted personnel. Officers are allowed 165 pounds. In either case, special authorization from order-writing activities is not necessary, unless the excess baggage is being carried in connection with TAD orders.

The free allowance for all passengers traveling Commercial Air (Category Z) is 66 pounds. Free carry-on items include handbags, overcoats, wraps or blankets, umbrellas, small cameras, binoculars, infant-carrying baskets, etc. All other baggage must be weighed.

For baggage allowance between the contiguous 48 states and Alaska and Hawaii, consult the airline concerned. Individuals traveling transoceanic commercial air other than Category Z are reminded that free baggage allowance is determined by the class of travel. First class is 66 pounds. Tourist class is 44 pounds. Here again, for all allowances between CONUS, Alaska and Hawaii, check with the airline. Ordinarily, when tourist class is furnished, 22 pounds of excess baggage may be authorized if noted on the orders and on the government transportation authorization.

That's about it.

Somehow, all the pieces fall into order. The request for transportation goes out. The flight confirmation comes in. The pain of the immunizations subsides. And the luggage, believe it or not, gets packed. All things considered, you may find out that half the fun of an overseas assignment is getting there.

## Passport Information

While dependents and civilian employees normally are required to carry passports when traveling overseas, passports are not generally required for military personnel traveling overseas, either in official or unofficial status. The military identification card usually suffices.

Below is listed the overseas areas where passports are NOT required. Exceptions are noted.

Europe	Panama, Canal Zone
Azores	Puerto Rico
Belgium <sup>7</sup>	Surinam
Corse	Trinidad
Denmark	Federation of the West Indies
France <sup>4</sup>	
The Gambia <sup>5</sup>	
Germany	
Gibraltar	
Greece <sup>4</sup>	
Iceland	
Ireland	
Italy	
Luxembourg	
Malta	
Netherlands	
Norway	
Spain <sup>4</sup>	
Sweden <sup>6</sup>	
Switzerland	
United Kingdom	
Caribbean and South America	Africa and Southwest Asia
Antigua	Turkey <sup>3/4</sup>
Ascension Island	Libya <sup>3/4</sup>
Bahama Islands	
Barbados	
Bermuda	
Grand Turk	
Guadeloupe	
Guantanamo Bay, Cuba	
Jamaica	
Martinique	
	Pacific, Australia and Southeast Asia
	Alaska
	Australia <sup>3</sup>
	Chi Chi Jima
	Guam
	Hawaii
	Hong Kong <sup>5</sup>
	Iwo Jima
	Japan <sup>4</sup>
	Korea <sup>4</sup>
	Kwajalein
	Mariana Islands
	Marshall Islands
	Midway
	Philippines <sup>2</sup> Republic of the
	New Zealand <sup>5</sup>
	Taiwan <sup>4/5</sup>
	Republic of South Vietnam
	Volcano Islands
	Thailand <sup>1</sup>
	Pacific Islands

### NOTE:

1. Passports are not required if travel is on MAC and in uniform. If commercial air is used, passport is required. And if stay in Thailand is to be in excess of 15 days, visas are also required.

2. Military personnel are exempt from passports and visas if orders specify PCS or TAD assignment to U. S. bases. Passports and visas are required for all military personnel entering by commercial transportation in civilian clothing. If on leave, you will require a passport.

3. Military personnel on leave require passports.

4. Passports required by military personnel assigned to MAAG.

5. Personnel must be in uniform.

6. Personnel not assigned to NATO require passports.

7. Passports required by military personnel assigned to USNATO, U. S. Delegation to the NATO Military Committee, Defense Attache's Office, MAAG, and U. S. Delegation to the Military Agency for Standardization.



# REFRESHER TRAINING

**G**UANTANAMO BAY is primarily a military outpost on an island which is a communist domain.

It is also a training ground for the Fleet. Naval vessels may arrive at Gitmo as disorganized and inexperienced fighting units; they leave well trained and ready to take their place with the rest of the Navy.

The seven weeks of intensive drills and exercises recently spent by *uss Albany* (CG 10) at Gitmo might be considered as typical of most cruiser or destroyer units.

During this episode, she underwent meticulous scrutiny by members of the Fleet Training Group. The seemingly countless hours spent at general quarters, damage control and engineering drills, warfare exercises, man overboard and abandon ship drills were, in the early portion, sheer hard work and frustrating.

However, as time progressed, so did *Albany*.

Incessant repetition of drills, supplemented by im-

This type of damage control equipment was the rule rather than the exception for most repair party personnel participating in refresher training aboard *USS Albany* (CG 10).

promptu quizzes by the FTG people, resulted in improved efficiency. Crew and ship began to operate as if they were made for each other.

**T**HERE ARE MANY phases to the Gitmo curriculum. Each drill, each exercise, plays a big part in getting *Albany* — or any other cruiser — into shape.

One of the big chunks of shakedown training is damage control. Basically, damage control means preparing a ship for damage repair in time of war. In peacetime, DC's main purpose is to handle emergencies such as shipboard fires, pipeline ruptures, mechanical or electrical breakdowns, or any such catastrophes as might be encountered.

Even in peacetime, such mishaps occur more frequently than might be expected. Within the past five years, for example, the Navy has experienced 10 major fires in the Fleet, and has lost three destroyers plus extensive damage to other ships in the process. And destroyers are not the only victims. Both *Enterprise* and *Forrestal* have been put out of action because of fire.

But Damage Control means other things: Fire parties, repair locker equipage, collision parties, the training of rescue and assistance teams, setting material conditions.

It was the latter which was *Albany's* headache at Gitmo. In the beginning, improper setting of condition Zebra cost the ship a bucketful of points, and required the ship to redrill for several weeks on the setting of material conditions.

The tough break was understandable. *Albany* has approximately 1500 classified fittings which need closure; this entails some 42 compartments in which conditions Yoke and Zebra must be observed. All it needs is four improperly set fittings to give a repair party an unsatisfactory grade.

During CQ, one-third of *Albany's* crew, roughly 400 men, are involved in repair parties. Everyone knew it was a rare occasion for a ship the size of *Albany* to pass the setting of material conditions.

*Albany* did manage to score a "good" during her final days of training.

**T**HE MAIN PURPOSE of all the drills conducted during Refresher Training was to train the crew to work well and safely. The time factor was important in the drills, but safety was the major consideration.

All the exercises were, of course, merely drills. But one became the real thing when, during an engineering drill, a pipeline actually did rupture. Relatively unperturbed, the crewmembers proceeded to patch the break just as if it were a drill. They had never really patched a break before, but it was no worse than the drills they had gone through. They knew what to do, and did it.

**B**Y AND LARGE, *Albany* didn't do too badly for a ship in commission for only a year.





The guided missile cruiser USS Albany (CG 10), equipped with both long and intermediate range surface-to-air missiles and an antisubmarine rocket, is one of the Navy's most modern ships.

In the CIC, for example, the Naval Tactical Data System was put to the test in simulated anti-aircraft warfare. NTDS was used in conjunction with the weapons system's digital computers in the solving of battle problems. An over-all mark of "Good" was earned by CIC from the FTC observers.

Communications also was the subject of observations during signal and radio drills. The signal bridge exercised at the reception and transmission of signals from ship to ship by use of flags, flashing light, semaphore, yardarm blinkers and Nancy (an infrared flashing light used for sending messages).

Navigation came through with an "Excellent" in low visibility piloting, swept channel exercises and precision anchoring.

Meanwhile, the sonar technicians below decks were deeply involved with antisubmarine warfare in all its phases. A large portion of time was devoted to ASW training exercises.

The crews of the 5-inch guns startled everyone aboard by earning a mark of "Outstanding" for their final grade.

After seven weeks of high-pressure training, drilling and observation, correction and re-drilling, the men of *Albany* did not do too badly, one of her officers said modestly. Of the 13 categories in which she was tested, she received two outstandings, four excellents and four goods. Her over-all percentile grade was above 85.

And, as someone observed: "She went to Gitmo as a ship; she returned as a man-of-war."

## DAMAGE CONTROL XVI

ALL HANDS has published a series of articles on the subject of safety and damage control. For your information (and possibly review by members of the crew) here they are:

ARTICLE NAME	MONTH	YEAR	PAGE NO.
Fire in Hong Kong One!	Feb	1967	12
A Ship Full of Heroes	Nov	1967	6
Firefighting: 'Purple K' and 'Light Water' Washdown	Mar	1968	2
The Crash Crewman: Training at NATTC Memphis	Mar	1968	4
What Do You Know About OBA?	Apr	1968	28
Here Are the Latest Rules on Handling OBA	Jun	1968	38
Firefighters Keep It Cool	Oct	1968	20
Introducing: Naval Safety Center Courses in Damage Control & Firefighting for All Hands	Dec	1968	52
TroLont Lists Changes in Damage Control, Firefighting Courses	Feb	1969	43
USS Enterprise: Back Into Action	May	1969	16
The Carrier: A Basic Program for Safety and Endurance	May	1969	18
Quels for Firefighting Assistant Are Outlined in Latest Changes to Manual	Jun	1969	44
Firefighters in Training Ashore & Afloat	Jul	1969	6
Hazardous Material Control	Feb	1970	26

everyone to be successful. It is, in fact, the responsibility of everyone on board to carry out good "ship-keeping" practices which, in turn, will prevent fires.

The following report covers, in general terms, some of the aspects of gas hazards and explosive vapors that should be understood by the average crewmember.

For those who are more closely connected to this area of responsibility, the rate training manuals, *Damage Control 3 and 2*, and *Damage Controlman 1 and C* and the *Navships Technical Manual*, Chapters 9920 and 9930, will be well worth studying, even though you are not a damage controlman.

The three substances that constitute the greatest explosive-vapor hazard on board ship are gasoline, fuel oil, and carbon monoxide. The quantities of alcohol, ether, and kerosene carried on board ship constitute a minor vapor hazard.

**Gasoline**—Gasoline gives off flammable vapors at temperatures as low as -40°F. Gasoline vapor is heavier than air, and tends to accumulate at low levels; however, it may be carried upward by convection currents.

When gasoline vapor is mixed with air, a highly explosive mixture results. Partially filled gasoline tanks present greater dangers than full tanks.

Tanks that have been "emptied" may be the most dangerous of all.

**Fuel Oil**—Although fuel oil does not ignite easily and is not explosive at ordinary temperatures, a mix-

IT ISN'T the exclusive job of damage controlmen to prevent fires at sea. It requires the cooperation of

## bulletin board

ture of *fuel oil vapor and air* above 150 degrees Fahrenheit is explosive.

Like gasoline, fuel oil vapor is heavier than air and tends to accumulate at low levels such as in bilges and at the bottom of tanks where it may remain undiscovered until ignited by a flame or a spark.

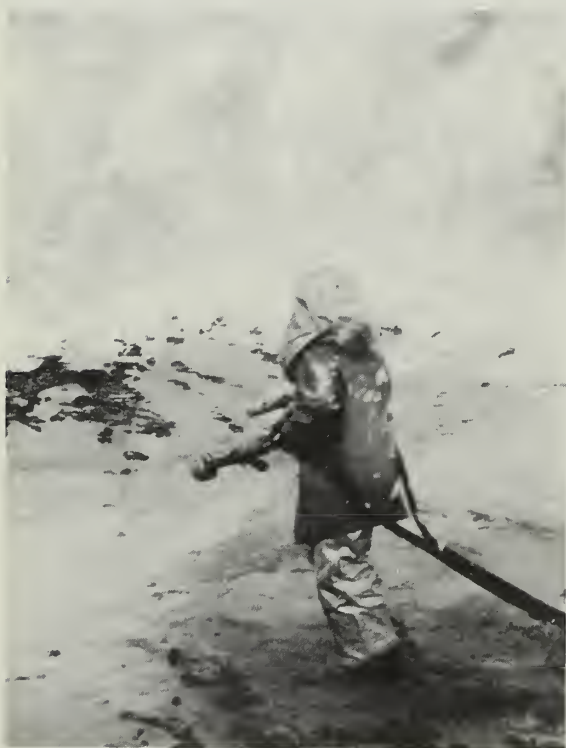
Some fuel oil vapor is always present in partially filled tanks and in empty tanks that have not been properly vented.

**Carbon Monoxide**—This deadly gas is produced by the incomplete combustion of all substances. It is also a product of slower oxidation processes such as the decay or decomposition of animal and vegetable materials.

Carbon monoxide is present in the exhaust gases of internal combustion engines. It is present to some extent at any fire and may be in relatively high concentrations when coal, coke, oil, or gasoline is being burned.

Very large amounts of carbon monoxide may be produced by a fire in a closed or poorly ventilated compartment, since the amount of air available is not likely to be sufficient for the complete combustion of the burning substance.

You probably know that carbon monoxide is extremely poisonous, but you may not have realized that it forms an explosive mixture with air when the concentration of carbon monoxide in air is anywhere between 12.5 and 74 per cent by volume—a very wide explosive range.



A crash crewman mans firefighting equipment at a training fire.



Crash crewmen move in to battle an aviation gas fire during a training exercise.

An open flame or spark will cause an explosion of any mixture of carbon monoxide and air within these limits, regardless of the temperature of the mixture.

The toxic hazard presented by carbon monoxide is a treacherous one, inasmuch as the gas is odorless and cannot be seen in a concentration in air of 0.5 to 1.0 per cent by volume; it is deadly if inhaled for more than a few minutes.

That's why, if a firefighter enters a compartment containing carbon monoxide, he must use an oxygen breathing apparatus. A lifeline manned by another firefighter is attached to the harness of the apparatus.

Aboard your ship, there are various types of Combustible Gas Indicators. The indicators detect mixtures of air and combustible gases or vapors from fuel oil, gasoline, hydrogen, acetylene and other volatile substances. As a rule, the indicators show the percentage of combustible gas present in the atmosphere. A combustible gas indicator must be used in strict accordance with the instructions of the manufacturer and NavShips.

NavShips says that individuals qualified by training and experience will decide in specific instances which precautionary measures should be used. One person aboard each naval vessel will be authorized and designated as a "Gas Free Engineer." They may be either officers or enlisted men who have been trained in this type of work in a course that used the *Fire Marshal and Gas Free Engineer's Manual*. No person may enter a suspected compartment or space until authorized by a representative of the Gas Free Engineer.

Every precaution must be taken to prevent the ignition of explosive vapors. Sparks from electrical equip-



ment and sparks resulting from an accumulation of static electricity are regular hazards aboard ship. Electrical equipment in areas where an accumulation of vapors is suspected should be deenergized and an accumulation of static electricity should be prevented wherever possible.

Here are a few suggestions that may be applicable to your job aboard ship:

- Maintain vents and galley hoods, keeping them free of oil and grease.
- Keep containers of volatile liquid tightly closed and properly stowed.
- Prevent the accumulation of oil and grease in the bilges.
- Keep quarters and workshops free of waste material.
- Put oil, tallow and rags into metal containers and store them as far from fire hazards as possible.

- Stow in safe places all but indispensable minimum amounts of dangerous combustibles.

- Use no open lights and electrical equipment whenever an explosive vapor hazard exists without approval from the Gas Free Engineer.

- Bare skin is burned instantly by the flash of an explosion. That's why observation of shipboard regulations relative to the uniform is very important, whether or not you are a member of a firefighting party.

- It goes without saying that eyes are sensitive organs and can be easily damaged—even when the fire is at a distance. Are your antflash goggles handy?

These items are more in the province of the damage controlmen aboard but it won't harm you or anyone else on board to know how to use such equipment, to know where it is stowed, and to insist that it is used correctly.

## AFFF FOR AMERICA

USS *America* (CVA 66) reports that her high capacity fog foam and flight deck water-washdown systems have been updated with Aqueous Film Forming Foam (AFFF), the latest in synthetic firefighting solutions.

AFFF — chemically identified as  $\text{LTH}_2\text{O}$  — is a concentrate which, when mixed with water, forms a fluorochemical surface agent that develops into a thin foam blanket. When sprayed over an oil or aviation fuel fire, for instance, the blanket becomes a waxy film which prevents the escape of vapor and thereby prohibits further ignition.

According to the manufacturer,  $\text{LTH}_2\text{O}$  is considered more effective in extinguishing fires than the protein foam previously used in *America's* fog foam stations.

Except for the change in foam solutions, all *America's* firefighting equipment and systems have remained the same. Her foam stations located below decks are still remotely controlled from the hangar deck or the flight deck and can supply the foam solution at the touch of a button.

The ship's water-washdown system is also supplied with  $\text{LTH}_2\text{O}$  as an added firefighting measure. Controlled by a panel of switches on both the navigation bridge and in the flight deck control tower, this topside system is comprised of 17 sections that surround the flight deck. Like the high capacity fog foam stations, the washdown system can extinguish a blaze on any section by the push-button method.

Flight deck water-washdown system springs into action aboard USS *America* (CVA 66) during Caribbean operations.



## That Deadline Is Rapidly Approaching for Cinematography, Photo-Journalism Courses

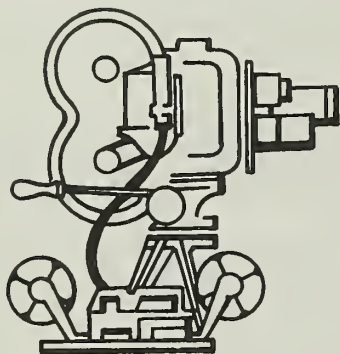
**J**OURNALISTS and photographers are reminded that 15 April is the application deadline for special college courses in cinematography, photo-journalism and motion picture scriptwriting.

A course in photographic quality control has an annual deadline of 15 February.

Details on these courses are contained in BuPers Notice 3150 (12 Dec 1969). Here, in summary, is what the notice said:

### Officer Cinematography

A class in cinematography for naval officers convenes each September at the University of Southern



California. The course takes two years, and the Navy quota is two officers each year.

Limited duty officers 663X (Photography) in grades LT, LTJG and ENS, and warrant and chief warrant officers 831X (Photographer), may apply. Applicants must have less than 16 years' service on 1 July of the year enrolled, and must:

- Agree to serve one year of active duty for each six months of training.
- Be recommended by the commanding officer.
- Have satisfactorily completed PH "B" School.
- Have completed a one-year college-level GED course or have equivalent formal schooling.
- Not be a graduate of the enlisted cinematography course.

Applications should be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April. A copy of the request should be forwarded to the Chief of Naval Operations (Op-03R3).

Officers who complete the course are normally assigned to motion picture production duties.

### Enlisted Cinematography

A one-year course in cinematography begins each September at the University of Southern California for male photographer's mates in grades E-5 and above who meet the following:

- Less than 15 years' service if E-7 or above; not more than 12 years' service if E-6; less than 10 years' service and career designated if E-5. Time in service is computed from 1 July of the year enrolled.
- Commanding officer's recommendation.

- Graduate of Class "C" Motion Picture Camera School or at least one year of field experience.

- Combined GCT/ARI of 110 or higher.

- High school graduate or service accepted equivalent.

- Not a graduate of the Syracuse University photo-journalism course.

- Two years' obligated service after completing the course.

Requests and the special report of enlisted performance evaluation (NavPers 792) must be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April. A copy of the request should be forwarded to the Chief of Naval Operations (Op-03R3).

Those who complete the course receive NEC PH-8144 (Motion Picture Director) and assignments to mobile photographic units and other activities with motion picture production capabilities.

### Photo-Journalism

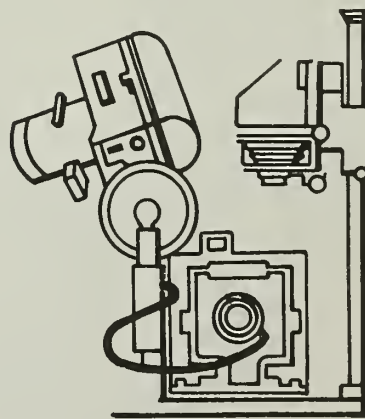
A one-year class in photographic journalism is convened at Syracuse University each September for:

- Limited duty officers (663X Photography) in grades LT, LTJG and ENS.

- Warrant and chief warrant officers (831X Photographer) who are primarily engaged in photographic duties.

- Male journalists and photographer's mates in grades E-5 and above who have less than 15 years' service if E-7, E-8 or E-9; less than 12 years' service if E-6; less than 10 years' service and career designated if E-5. Time in service is computed from 1 July of the year enrolled.

Applicants should be able to type approximately 20 words per minute, must have a CO's recommendation, and must:



- Be a high school graduate or have a service-accepted equivalent.

- Have a combined GCT/ARI of 110 or higher.

- Have two years' obligated service after completing the course.

- Not be a graduate of the University of Southern California cinematography course.

Your request, accompanied by a special report of



enlisted performance evaluation (NavPers 792), if appropriate, must be addressed to the Chief of Naval Personnel (Pers-B2143) before 15 April.

A copy of the request to the Chief of Naval Operations (Op-03R3) must be accompanied by a portfolio of at least 10 recent photographs you have made, plus a 200-to-250-word autobiography of your naval service, written in news style. An officer must certify that the photographs and autobiography are your original work.

Graduates of the photo-journalism course receive NEC 8148 (Documentary News Still Photographer) and are assigned to major staffs, mobile photographic units or other activities with appropriate requirements.

#### Scriptwriting

A one-year course in motion picture scriptwriting convenes each September at the University of Southern California. You may apply if you're a JO in grade E-5 or above, or a PH2 or higher and have NEC code 8148 (Documentary News Still Photographer). You also must meet the following:

- Less than 15 years' service if E-7, E-8 or E-9; not more than 12 years' service if E-6; less than 10 years' service and career designated if E-5. Time in service is computed from 1 July of the year enrolled.

- High school graduate or service accepted equivalent.

- Combined GCT/ARI of 110 or higher.

- Two years' obligated service upon completion of the course.

Your request, accompanied by your CO's recommendation and a special report of enlisted performance evaluation (NavPers 792), must be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April. A copy of the request should be sent to the Chief of Naval Operations (Op-03R3).

When you complete the course you receive NEC 8146 (Motion Picture Scriptwriter) and assignment to a combat camera group or other activity which has a large motion picture production capability.

#### Quality Control

This special 10-week course, Quality Control of Photographic Processing, is held each summer at the Rochester Institute of Technology for photographer's mates in grade E-5 and higher who meet the following:

- Less than 15 years' service if E-7 or above; not more than 11 years' service if E-6; less than 10 years' service and career designated if E-5. Time in service is computed from 1 July of the year enrolled.

- Graduate of PH "B" School.

- Two years' obligated service after completing the course.

- Combined GCT/ARI of 110 or higher.

- High school graduate or service accepted equivalent.

- CO's recommendation.

Requests should be addressed to the Chief of Naval Personnel (Pers-B2143) before 15 February of a

#### Here's an Opportunity for Choice Billet With Ceremonial Guard—If You Qualify

**I**F YOU'RE HEAVY ON leadership and interested in a challenging and rewarding assignment in the nation's capital, duty with the Navy Ceremonial Guard may be to your liking. As noted elsewhere on these pages, the Guard has nine petty officer billets which usually are filled with men in ratings such as Boatswain's Mate, Gunner's Mate and Signalman.

To qualify for the duty, you must be between six feet and six feet, four inches tall, have good posture, be neat and physically fit and must present an outstanding military appearance. Also, you must:

- Have a GCT of 45 or higher.
- Be eligible for a White House security clearance in accordance with SecNavInst 5312.12.
- Have a knowledge of basic drill fundamentals.
- Have good vision (eyeglasses may not be worn during ceremonies).
- Be eligible for assignment ashore under Seavey.

The Washington area detailer, Bureau of Naval Personnel (Pers-B2124), handles assignments of petty officers to the Ceremonial Guard. Your preference for this duty should be indicated on your rotation data card. Petty officers selected for the Guard usually attend leadership school or career information and counseling school en route to Washington, D. C.

given class year. A copy of the request should be sent to the Chief of Naval Operations (Op-03R3).

The NEC assignment after Quality Control School is PH-8126 (Photographic Quality Controlman).

A tip before entering this course: Bone up on logarithms.

**MAJESTIC VIEW**—USS Paracutin (AE 18) takes aboard supplies at Subic Bay Naval Base.



# Letters to the Editor



## Even Multiples on Work

SIR: Under the old quarterly marks system, a man could be graded in both odd multiples (such as 3.5, 3.7 and 3.9), and even multiples (3.6, 3.8, 4.0).

Now, with the Enlisted Performance Evaluation, the marking blocks correspond only with the 10 even multiples from the lowest, 2.2, to the highest, 4.0.

At least two executive officers I've talked with believe that an odd multiple, such as 3.7, is indicated with an X on the line between the 3.6 and 3.8 blocks. I say this should not be done, because the *BuPers Manual* lists only even multiples as the equivalent marking numbers.—YNC H. H. J.

• And you are correct. The present evaluation system does not provide for marks other than the even multiples of 4.0, 3.8, 3.6, etc.

An odd multiple often results when a man's page nine is closed out and averaged, or when his performance marks are averaged for an advancement factor. However, these are the only times you might see an odd performance multiple such as 3.9 or 3.7.—ED.

## No Change for AMEs

SIR: I reference your Detailer article on page 39 of the October 1969 issue of *ALL HANDS*—What's this about the AM general rating absorbing the AM (E, H and S) service ratings?

I just shipped for AME "B" School. But now, on the basis of your article, I'm a little concerned as to what my rating will be in the near future. If this absorption is in the cards, AMs and AMHs should be able to make the shift smoothly with little difficulty. But we AMEs, I'm afraid, are in for some stripped gears.

—AME1 M. M., USN

• No need here to race your motor or shift gears. It is true that proposals

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, *ALL HANDS*, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

have been made in the Bureau to have the AMH and AMS service ratings compressed, and a study on this matter is being conducted in depth.

However, from this study there has been no recommendation in any form to compress the AME service rating. Your rating is considered "distinctive in scope" and it is fully expected that the integrity of the AMEs will be maintained now and in the future, either as a service rating or as a separate general rating.—ED.

## Ribbon of Friendship

SIR: I recently asked the Bureau of Naval Personnel to verify the medals and awards which I am authorized to wear. Imagine my surprise when they mentioned one I have never heard of.

It was the Friendship Ribbon which was awarded to my command—USS *Montrose* (APA 212) while on duty in Vietnam in 1954.

Can you tell me something about its appearance, precedence and what I did to deserve it?—C. E. B., CS1, USN.

• The decoration must have been the Ribbon of Friendship, a Vietnam Presidential Unit Citation. It recognizes the humanitarian assistance rendered by U.S. naval units which participated in the evacuation of civilians from north Vietnam following the 1954 Geneva Convention.

Under the terms of the Geneva Convention, Vietnam was partitioned along the 17th parallel. Those who

did not wish to live in the area of communist control were given an opportunity to migrate south. The United States was asked to furnish ships to carry the expected refugees.

U.S. Navy Task Force 90 was formed for this purpose and, before it was dissolved on 20 May 1955, it carried hundreds of thousands of people to South Vietnam.

Navymen who were in a unit designated as one which helped move the refugees are entitled to wear the Ribbon of Friendship. It is worn after all U. S. campaign and service ribbons, after all foreign personal decorations and after the Philippine Presidential Unit Citation Badge and the Korean Presidential Unit Citation.

The insignia consists of a red and yellow bar enclosed in a gilt frame. It is not stocked by the Navy Department but can be purchased at most uniform stores.—ED.

## 3M Data Analyst

SIR: Maintenance of various systems has grown so complex that rapid accounting has become necessary. This brings a need for highly trained men to handle source data and perform analysis, to help maintenance managers establish their policies.

These men study and work in data analysis full-time—an area outside their rating. Are there any plans to establish a 3M Data Analyst rating?

—AZ1 R. L. D., USN

• No. According to the AZ-AD-AM-PR rating control people, there aren't enough requirements for data analysts in the lower pay grades, or enough people in any pay grades working in data analysis, to warrant the establishment of a new rating or service rating.

However, BuPers is studying a possible alternative. Men who hold NEC 6313 and who would like to be tested on their skills as data analysts might be allowed to choose a separate set of



advancement quals and tests in that area. If this idea is adopted, you'd still be an AZ, but you would be recognized as a specialist in data analysis.—Ed.

### Official Orders to Polaris Sub

SIR: In your November 1969 Letters to the Editor you gave Chaplain E. D. I. the go-ahead to purchase and wear the SSBN Deterrent Patrol insignia based on his having made a Polaris patrol in 1964. By what authority?

*BuPers Manual*, Article 1420130, authorizes the Polaris pin individually for members of the naval service who complete one or more SSBN deterrent patrols while "regularly assigned" to submarine duty.

I am not aware that any chaplains are "regularly assigned" to duty in submarines. What's more, the chaplain's rank of commander indicates that he could not have been anything other than a chaplain in 1964.

Please clarify.—YNCS (SS) J. E. B., USN.

• You are correct, Chief, in your reference to the "BuPers Manual" article citing the eligibility requirements for issuance of the SSBN Deterrent Patrol insignia.

However, the stipulation, while "regularly assigned to submarine duty," has been interpreted by the submarine qualifications desk to include naval personnel who are under official orders to a Polaris submarine for a specific time during which a patrol is made.

Of incidental interest, a recent interpretation also extends the authorization to midshipmen who complete a Polaris patrol during a summer cruise. — Ed.

### Square-Knot Chief

SIR: Has there ever been an official rating of "Square-Knot Chief"? If not, was there some official honorary rating, granting a person the pay and privileges of a chief petty officer?

I knew of a man at Sampson Training Center during WW II who was allowed to wear the uniform. He was 70 years old, and had joined the Navy

at the age of 14 as a cabin boy.—D. R. C.

• It was never a rating, in the sense of a specialty. But there was a time when many chiefs and other Navymen did wear a figure-eight knot embroidered on the lower part of their sleeve.



Apprentice CPO rating badge

The mark—similar to the knot in present-day recruit petty officer rating badges—designated men who had entered the Navy as apprentices (not apprentice seamen) under a system which lasted from the 1870s until 1904.

We suppose you could call a recruit chief petty officer—the member of a boot-camp company who is in charge under the company commander—a "square-knot chief," because he does wear a miniature CPO rating

If anyone would ever qualify as a "square-knot chief," TMC Harry Morris, USN(Ret), certainly would.



badge with a figure-eight knot as the specialty mark. (See cut.)

However, the insignia worn by the old-time former apprentices was a different matter entirely. It was a separate insignia, not part of a rating badge, worn in the same position as modern hashmarks. The recruit CPO must take off his "baby crow" when he leaves boot camp today; but the former apprentices wore their knot throughout their careers.

Since apprentices enlisted between the ages of 14 and 18, many of those who joined around the turn of the century—shortly before the apprentice recruiting program was abolished—were still in the Navy in the 1930s and 1940s. In that many years of service, most of them had advanced to chief.

As far as we know, the last "square-knot chief" of this kind was TMC Harry Morris, who joined in 1903, retired in 1958, and at last report was still going strong.

By 1941, however, the knot insignia was no longer designated in "Uniform Regs." The old-timers who were still wearing it then had to explain its meaning to any youngsters who asked—and we're sure that most of them took full advantage of the opportunity to spin a few yarns.—Ed.

### On Retirement

SIR: I've been told that constructive time may not be counted toward my pending disability retirement. Is this fair?

Also, I wonder if as a disability retiree I will be eligible for cost of living increases in my retired pay.—QMCM J.L.R., USN.

• What's fair is for you to decide, but we can tell you that the laws on constructive time do not apply to disability retirement; constructive time may not be used when computing disability retired pay. (For a discussion of how constructive time may be used, see "Twilight Cruise," ALL HANDS, page 61, September 1969.)

The laws on retired pay and cost of living increases generally say this.

If your retired pay is based on the 1 Jul 1969 pay scales, you will be entitled to a 0.9 per cent increase effective 1 Nov 1969 or the date you

## Letters to the Editor

retire, whichever is later.

Those whose retired pay is based on the pre-1969 pay scales received a 4.3 per cent increase effective 1-Nov 1969.

You will be entitled to full retired pay cost of living increases which follow the 1 Nov 1969 increase.—Ed.

### After 25 Years

SIR: I thought you might be interested in this photograph taken last year in Klamath Falls, Ore. It depicts the reunion of two former shipmates who served on board USS *San Francisco* (CA 38) during World War II.

At the left is J. Murray Britton, the Sheriff of Klamath County, Ore. I'm at the right.

During the war, Murray was a bosun's mate on board *San Francisco* and was the champion boxer, heavy-weight division, of Cruisers Pacific. I served as *San Francisco's* chaplain for two years at the time Murray was on board.

In the picture, Murray shows me the dollar bills he won as a prize for surviving the longest in a blindman's buff free-for-all in the boxing ring. The bills were the old currency imprinted with "Hawaii" for use in the Islands during wartime. I believe they now are something of a rarity.

I presented the bills to Murray 25 years ago, and until the reunion in Klamath Falls last year, we had not seen each other.

I believe this once more illustrates the deep and abiding friendships which often are germinated among those who serve in our naval ships.—Francis B. Sayre, Jr., Dean of Washington Cathedral, Washington, D. C.

• We agree. Thank you for sharing the news of this Navy reunion with us.—Ed.

### Reenlistment Option

SIR: Any truth to the rumor that four year enlistments are being cut to three years?

If there is, does it mean I can be separated after serving three years of my four-year enlistment?—QMSN N. H. O., USN.

• "No" to both questions. As usual, we wonder how such rumors get started.

This one might have spawned last summer after announcement of the change to authorized reenlistment periods. To review:

BuPers Notice 1133 (29 May 1969) liberalized reenlistment options for career Navymen. You formerly could

choose only a four- or six-year period for your second and later reenlistments. Only those who were shipping over for the first time could choose a two-, three-, four-, five- or six-year reenlistment period.

Now, anyone who is eligible for Regular Navy reenlistment, first, second or otherwise, has the two-to-six year option, provided the period he chooses will exceed his service obligation by one year or more.

This tied in with an earlier BuPers Notice 1133 (13 Mar 1969) on reenlistments, which in turn tied in with Variable Reenlistment Bonuses (ALL HANDS, June 1969). If you reenlist one year early in order to draw a VRB, or for any other reason, you must obligate yourself for at least one year beyond your current obligation. This requirement remained in effect, and the combined word now sounds like this:

If you reenlist up to one year early, your reenlistment period must be enough to cover the time remaining on your present enlistment, plus the length of any extensions, plus at least one additional year. If two years will take care of it, fine. If not, pick a higher number, up to and including six.

Obviously, this has nothing to do with the early out rumor you heard, but it does account for a situation where a man might reenlist for three years instead of four.—Ed.

### Mileage and FSA Payments

SIR: I recall reading somewhere that if I was on temporary additional duty when it came time for me to reenlist that I would be authorized payment of mileage to either my home of record or place of acceptance provided the payment does not exceed that which I would otherwise be entitled from my permanent duty station to my home of record or place of acceptance.

This seems logical since it would preclude TAD trips for reenlistment to gain a higher mileage payment. However, the local disbursing office disagrees with me and is paying from the place of reenlistment to home of record or place of acceptance while an individual is on TAD orders.

What's the proper procedure?

Former shipmates, J. Murray Britton (left) and Dean Francis B. Sayre, Jr., get together after 25 years.





While I'm at it, here's another question. With regard to Family Separation Allowance—Type T—is a member entitled to draw FSA-T while his dependents are occupying government quarters?

I recall the terminology of the directives was changed from "those personnel receiving BAQ" to "those personnel entitled to BAQ." This difference in terminology seems to be the basis upon which some disbursing offices pay FSA-T and some do not. Again, what's the answer?

—PNC R. A. S., USN.

• *First of all let's establish that the place of separation and your home of record, or place from which you were ordered to active duty, are all located within the United States.*

*Upon your reenlistment, you would be entitled to mileage from your last duty station to your home of record, or place from which you were ordered to active duty, whichever you choose. This ruling is spelled out in the "Joint Travel Regulations," para. M 4157.*

*The term "last duty station" at the time of separation means, according to JTR para. 1150-12, the last permanent, temporary or temporary additional duty station where you are, in fact, on duty.*

*Since all orders directing performance of TAD must be for the purpose of official business, TAD trips for reenlistment purposes only would not be issued. Therefore, the payments being made by your local disbursing officer are proper.*

*In reply to your question on Family Separation Allowance—Type T: If a member's dependents are occupying Government quarters for which rent is not paid, he is not entitled to draw basic allowance for quarters in their behalf. And, when a member is not entitled to BAQ on behalf of his dependents, he cannot be entitled to FSA-T.*

*On the other hand, when no adequate Government quarters are furnished, a member with dependents who is entitled to basic pay is entitled to BAQ at the rates prescribed for members with dependents. Under such conditions the member would also be entitled to family separation allowance.*

*In this regard, para. 30304a of*



USS Sylvario (AFS 2) changed her home port from Naples to Norfolk after four and one-half years in the Mediterranean.

*"Department of Defense Military Pay" and Allowances Entitlements Manual (DODPM) is quoted in part for your information: "FSA-II (includes FSA-T) is payable to each member serving in pay grade E-4 (over 4 years' service) or above, who is entitled to BAQ as a member with dependents."—Ed.*

### Oglala Can't Stop Cruising

Six: Some time ago you did an article on ships' names (It's Oglala, Not Ogallala, ALL HANDS, March 1969); you might be interested in a few recollections from someone who served on board her 48 years ago.

In 1921, I was the captain's writer on board the aviation tender ship when her name was Shawmut and she served as a base for the aerial bombardment of captured German ships off Hampton Roads, Va.

She was flagship of the then Atlantic Air Force of the Navy, operating with the four-stacker destroyer USS Harding and the seagoing tug Sandpiper. Harding's CO was Commander Albert C. Read, who first flew the Atlantic in the NC-4.

I recall that whenever bad weather was imminent, the pilots of the NC and F-5L planes would move their aircraft away from Shawmut and then return to the tender when the storm had blown over.

While the bombing was taking

place off Hampton Roads, a large contingent of naval attaches and other military officials visited us from Washington, and then later in the summer of 1921, we moved to Newport for torpedo plane practice. I believe our Navy originated this method of attack, and our plane crews became quite expert in this form of warfare.—M. C. Jones, ex-Navy, Houston.

• *Having participated in events that most of us can only read about in Navy history books obviously is one of the fringe benefits of oldtimer status. Thanks for sharing your recollections of one phase in the long life of USS Oglala (ARG 1), which, as you say, was known as Shawmut in 1921.*

*Oglala was built in 1907 as the merchant ship SS Massachusetts. She was acquired by the Navy and commissioned in January 1918 as USS Shawmut for World War I service as a minelayer.*

*About 1920, Shawmut was refitted as an aircraft tender to operate with the fledgling naval air arm.*

*On 1 Jan 1928, her name was changed to Oglala as a gesture by President Coolidge who had been made an honorary chief of the Oglala tribe during a visit to South Dakota the year before.*

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Oklahoma (BB 37)**—A reunion will be held May 1, 2, 3 at the Benjamin Franklin Hotel, Philadelphia. For more information, write to Edward H. Lutz, 673 Lindley Road, Glenside, Pa. 19038.

• **uss South Dakota (BB 57)**—A reunion will be held July 3, 4, 5 in Sioux Falls, S. D. For further information contact Ray Kanoff, 302 North 14th St., Norfolk, Neb. 68701.

• **uss Natoma Bay (CVE 62)**—Men who served aboard will hold a reunion in Miami Beach the weekend of 21 to 23 August. R. B. Wall, 1601 N. Johnson St., Arlington, Va. 22201, has the details.

• **uss Philadelphia (CL 41)**—The 7th reunion will be held in Annapolis, Md., 30, 31 July, 1 August. For details, write to Frank J. Amoroso, 93 Dunbar St., Somerset, N. J. 08873.

• **uss Boise (CL 47)**—A reunion is proposed to be held in Long Beach, Calif., late in August. If interested, contact E. J. Johnson, 8850 Stardust Lane, Anaheim, Calif. 92804.

• **uss Louisville (CA 28)**—Will hold its reunion July 17, 18 at the Sherman House, Chicago. Contact Vernon G. Mathews, 6323 Bluebell Court, Indianapolis, Ind. 46224, for details.

• **uss Pensacola (CA 24)**—Will hold its second reunion at the Essex Inn, Chicago, Ill. 26, 27 June. For details, contact Donald B. O'Brien, 14725 Turlington Ave.,

Harvey, Ill. 60426.

• **uss Frank Knox (DDR 742)**—Will hold its reunion 6-9 August at Boston. For details, write Hugh Guscetti, 1103 Smith Ave. So., West St. Paul, Minn. 55118.

• **uss Swanson (DD 443)**—A reunion will be held in the Pocono Mountains on 17-19 July. Milburn R. Miller, 134 North Walnut St., Boyertown, Pa. 19512, has the details.

• **uss Hugh W. Hadley (DD 774)**—Will hold a reunion 11 May in Chicago. For details, contact H. S. Robbins, Jr., 325 W. MacArthur Blvd., Oakland, Calif. 94611.

• **uss Henrico (APA 45)**—A reunion is being planned with time and place yet to be determined. Contact J. Chiarini, 1721 76th St., Brooklyn, N. Y. 11214.

• **uss Gosselin (APD 126)**—A reunion is proposed for men who served aboard from 1 Nov 1944 to 1 Feb 1946, with time and place to be determined. Contact John S. Stetz, 320 Third St., Downers Grove, Ill. 60515.

• **LST 810**—A reunion is proposed for men who served aboard during 1944-45, to be held in the Pittsburgh area during the weekend of 17 October. For further information, contact Ray Colburn, 1420 Bay View Drive, Havre de Grace, Md. 21078.

• **DesRon 45**—A reunion will be held in Boston during 6-9 August for men who served with this squadron during WW II in the Pacific. Contact Robert H. Carlson, 146 Oakland Road, Box 238, Wapping, Conn. 06087.

• **DesRon 17**—A reunion will be held in Boston during 6-9 August for men who served with this squadron during WW II in ETO and WestPac. Contact George V.

Palmer, 627 Greenslake Circle, Rossville, Ga. 30741.

• **58th Seabees**—Will hold their 24th reunion 8 to 12 July at the Statler-Hilton in Buffalo, N. Y. Contact Thomas L. Sapio, 169 Leslie St., Buffalo, N. Y. 14211.

• **30th Naval Construction Battalion**—Will hold their 25th reunion 29-31 May. James J. Curron, 85 Cedar St., Springfield, Mass. 01105, can give you the location.

• **uss Peiffer (DE 588)**—Will hold a reunion on July 23 through 26 at Oyster Bay, N. Y. Contact T. N. MacIntyre, 102 Ivy St., Oyster Bay, N. Y. 11771 for details.

• **uss Richard W. Suesens (DE 342)**—Will hold a reunion on August 6 through 9 at St. Louis, Mo. Details may be obtained from Cal Krause, 422 S. Dewey Ave., Jefferson, Wis. 53549.

• **uss Admiral W. S. Benson (AP 120)**—Is planning a reunion for June 11 at Cedar Rapids, Iowa. Contact Norman E. Erickson, 129S 29th St., NE, Cedar Rapids, Iowa 52402, for details.

• **26th Battalion, NCB**—Will hold a reunion at the Commodore Perry Motor Inn, Toledo, Ohio, August 13 through 16. For more information, contact E. A. Scott, 1506 W. 4th St., North Platte, Neb. 69101.

• **16th Seabee Association**—Will hold its reunion at the Sheraton-Renton Inn on August 6 through 9. Contact Lee R. Smith, 18407 66th Ave., NE, Seattle, Wash. 98155 for details.

• **Veteran Association, 1st Battalion, N. Y. Naval Militia**—Will hold a reunion 25 April at the Officers' Mess, St. Albans Naval Hospital in Queens, New York City. For details, contact J. J. Peck, Cove Road, Oyster Bay Cove, N. Y. 11771.

During the next 13 years, Oglala served as flagship for Pacific Fleet Mine Division One. She was badly damaged during the attack at Pearl Harbor and following extensive repairs, her classification was changed from

minelayer (CM 4) to repair ship (ARG 1).

After service in New Guinea, Hollandia and Leyte, Oglala returned to the U. S. for decommissioning. She was removed from the list of ships

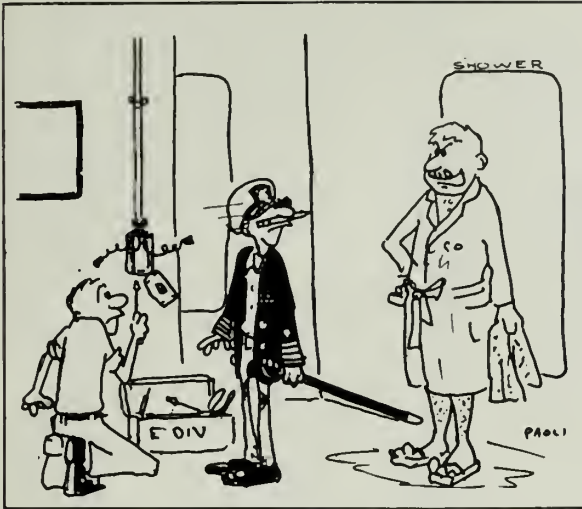
in March 1947.

The question last March: Wasn't there once a ship named after Oglala, Neb.?

No, but there was the *uss Oglala*. —Ed.

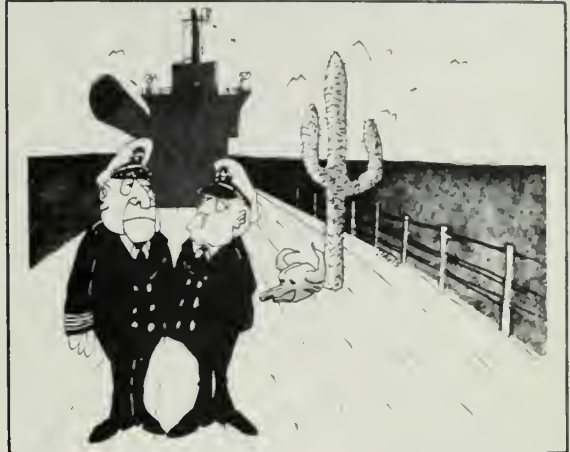


IC1 Jeremiah H. Paoli, USN



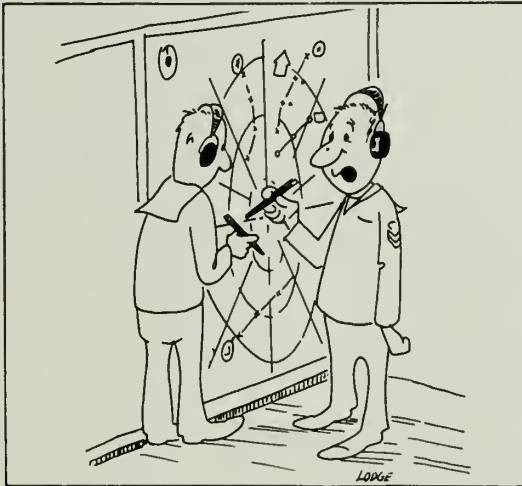
"Say! That was pretty good, let's hear you do it again."

LTJG J. C. Davis, USN



"Don't you think we've been an water hours lang enough, Captain?"

CDR Billups E. Lodge, USN



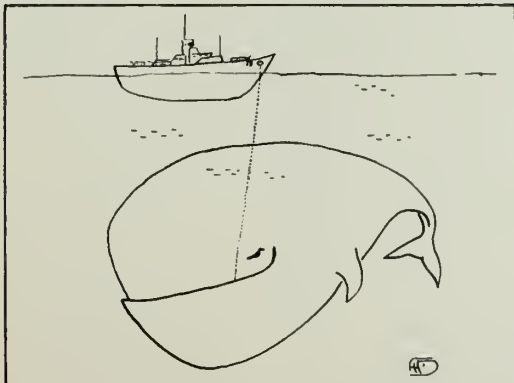
"A million-dollar radar, a million-dollar missile—and this 25-cent marking pencil goes on the blink."

LTJG J. C. Davis, USN



"I think your layout man has the wrang idea."

F. W. Danaur, Jr.



"Whadaya mean, it wan't come up?"

HMC5 Charley Wise, USN



"Well, maybe a healthy ecanomy is based on aggressive, apenminded endeavor, but . . ."

# TAFFRAIL TALK

**M**AYBE YOU'RE ONE of the people who think that the space program is scientifically interesting and makes a great TV show—but really isn't of any use to us ordinary Joes on earth.

The Navy's contributions to the space effort were covered in a special report in the March 1970 issue. As a followup, you'll be interested in some of the contributions that have been returned from space to be enjoyed by society. They were discussed by Lieutenant General Samuel C. Phillips, USAF.

The commander of the Space and Missile Systems Organization says that satellites, for example, "are part of a program that is increasingly affecting the way you live, do business and make products, care for your health, educate your children, entertain yourself—in short, your whole life style, and that of many millions of others in this country and throughout the world."

Within this last 24 hours, he noted, the daily existence of every one of us has been touched by at least a few—perhaps by many—spinoff results of the space program which we haven't even paused to identify as such.

"The chances are very good, for instance, that the steak we had for dinner last night came to the kitchen packaged in a tough, transparent polyester film 1/2000 of an inch thick that was originally developed for use in the United States *Echo* satellites — and now packages everything from meats to toys.

"Our vegetables may have been cooked in that very popular heat-resistant and cold-resistant pyroceram ware that originated as an ablative, heat-resistant material for the nose cones of intercontinental ballistic missiles.

"If we fed a pet freeze-dried foods or took a perishable pill we may very well have gotten them from packages of the thin, high-strength aluminum foil originally developed for use in our communications satellite."

You may be wearing one of those electric wristwatches powered by tiny nickel-cadmium batteries which were developed in the search for new power sources for space systems.

Perhaps you shaved this morning with blades which owe their special cutting edge to a thin-film sputtering technique that resulted through molecular electronics space research.

"We have lived and moved in rooms draped and carpeted with fabrics derived from space program developments. We have read magazines, books, newspapers which are the result of new ultradiscriminating measurement processes, new chemistry, new developments in technical optics which have spun off from the space program to revolutionize the printing industry.

"We have listened to radios the size of a cigarette pack and watched television screens not much larger, which are possible today because we reduced the size of electronic components.

"And how many of us this morning read or listened to the weather prediction and mentally adjusted our day around the report from the orbiting eyes in space?"

Along with NASA, the DOD team of Army, Navy and Air Force has contributed much to the space program. The success of the moon launches in turn has contributed to the worldwide prestige of the United States. The benefits mentioned point up the increasing dividends from the space program.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

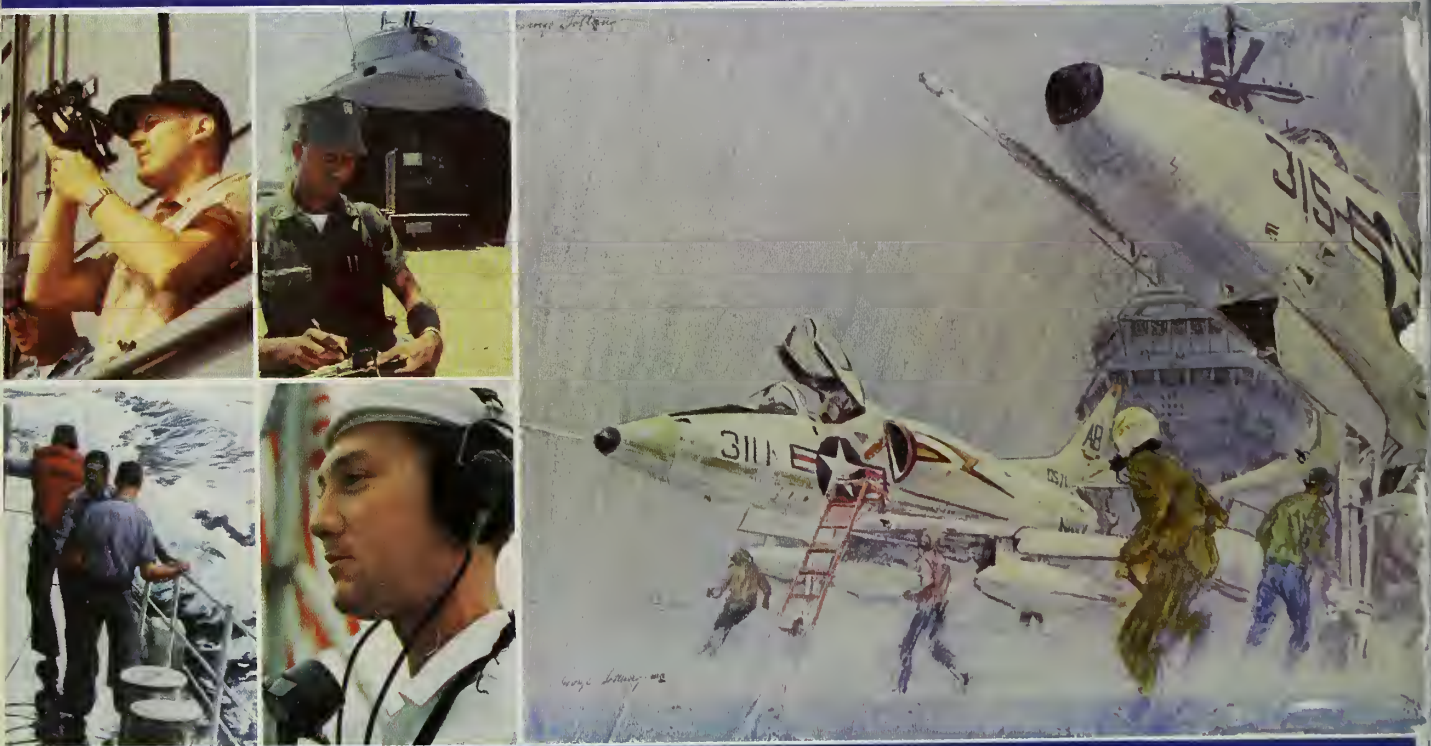
Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

## • AT RIGHT: LIBERTY IN HAWAII

—Electronics Technician Communications Seaman (now ETN3) Daniel Hargraves, a crewman of the destroyer USS Carpenter (DD 825), tries his hand at making poi, a native staple food, in a Hawaiian village in Honolulu.







**Working Together. A Navy Tradition**



# ALL HANDS



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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MAY 1970

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NUMBER 640

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• **FRONT COVER: PASSING THE WORD**—On board the destroyer USS Willard Keith (DD 775), Boatswain's Mate of the Watch uses traditional basin's pipe—amplified by modern TMC public address system—to call attention to announcement for all-hands.

• **AT LEFT: READY FOR LAUNCH**—In the Gulf of Tonkin, flight deck crewman watches as S2E Tracker antisubmarine aircraft are readied for launching from deck of USS Yorktown (CVS 10). This is a farewell salute to Yorktown, the famed "Fighting Lady" of World War II, which was decommissioned this spring after 27 years of service. —Photo by JO1 B. S. Whitehead, Jr., USN.



Fleet tug USS Mactobi (ATF 105) awaits orders for another tow job.

# Life

Mactobi crewmen prepare to hoist tow-line shackle over the side to secure to barge.





# On an Ocean Tug

**B**Y MOST STANDARDS, the Fleet tug is a loner. Destroyers and many other types operate as escorts or with a task force.

"If one runs into trouble, help usually is close by.

"But when you're plowing the seas alone, you can't just *think* you're right, you've got to be sure."

Lieutenant Arthur Erwin was discussing his tour as commanding officer of the Pearl Harbor-based Fleet tug *uss Mactobi* (ATF 105).

"But sometimes . . .

"On one occasion in Vietnam we were moving along a narrow river with a tow in charge.

"All of a sudden this ship comes steaming down on us. Stopping was out of the question because of

the speed I had on my tow. And I knew it would be impossible for us to pass without one of us veering to the extreme starboard."

*Mactobi* began to zigzag.

"It worked perfectly. The ship passed to our port as we turned off the starboard bank."

The crew cheered.

**T**HE FLEET TUG is small, squat, slow and unglamorous. But she is one of the hardest working ships in the Fleet.

*Mactobi* measures 205 feet from bow to stern and has a crew of 85 men. She has four sets of diesel engines which can produce more than 3000 horsepower.

Left: A *Mactobi* crewman uses a winch to put a strain on a ship's mooring line. Right: Men on board *Mactobi* stay down

as they prepare for the dangerous job of unshackling a two-inch wire cable from the bridle chain attached to an ammo barge.



## Fleet Tugs



Above left: *Moctobi* men unshackle tow-line from bridle chain of barge. Right: Mooring line from barge is secured to bitt on port side of tug.



Crewmen watch ammunition barge drift aft of *Moctobi* after being towed into the channel.

Without a tow, she can make 16 knots. Or, she can tow the largest aircraft carrier 2000 miles nonstop.

*Moctobi's* primary mission is long-distance towing of both large and small ships, and she has towed more than 64 million pounds since she was commissioned 25 years ago. A tow is a relatively simple procedure when the elements cooperate. But during rough weather, when heavy seas break over the tug's low bulwarks, the crew often must struggle with their machinery on the open fantail.

A Fleet tug usually does not have a standard de-

ployment schedule because she must be ready to respond to immediate needs in the Fleet.

In addition to towing, *Moctobi* performs salvage, rescue and diving operations, and is equipped to fight fire on ships. (*Moctobi* was a primary search and rescue ship during the fire on board the carrier *USS Enterprise* (CVAN 65) in January 1969.)

Commissioned late in World War II, *Moctobi* was named after an extinct Indian tribe of the lower Mississippi.

During the first days of the occupation of Japan, she assisted in docking cavalry division transports.

In recent years, she has worked her way between Pearl Harbor and Panama, the Republic of Korea, California, Alaska and the Republic of Vietnam.

Every other year, she visits Adak for three months' duty as a search and rescue ship.

**I**N 1962, *Moctobi* towed the disabled stores ship *USS Procyon* (AF 61) 800 miles and arrived at her destination two days ahead of earlier best estimates for the job.

She also towed the 85-year-old Scottish four-masted sailing ship *Falls of Clyde* to Honolulu where it was restored as a maritime museum. During this trip, *Moctobi* encountered 40-knot winds and 20-foot seas.

Officers and enlisted men on board *Moctobi* enjoy high morale and mutual respect which the ship's executive officer, Lieutenant (jg) James Bartholomew, believes is characteristic of crews of Fleet tugs.





Auxiliary ocean tug USS Kalmia (ATA 184) is 60 feet shorter than an ATF such as Mactabi, but can still do a man-sized job.

Pictured above is the biggest task of Kalmia's career—towing the ex-cruiser Vincennes from San Diego to San Clemente Island.

"In a small crew, each man is — and feels like — an individual. This is reflected in our high reenlistment rate."

There are pluses in the morale column, but the work routine is varied by necessity.

"We have less specialized talent than the larger ships. Everyone performs many jobs, and if one man doesn't do his job, everybody knows it. This in itself is incentive to do your job well.

"It's not unusual to find a yeoman at the helm, or a radarman helping to rig for a fueling operation."

The exec himself believes tug duty has given him better perspective on what the Navy is all about.

"As a jaygee on a destroyer, sometimes I found the directions that came down to me puzzling. Now as an executive officer, I can see operations from a different vantage point, and it makes sense."

—JO3 Sylvia M. Rosas

## Auxiliary Ocean Tug

**T**HE AUXILIARY OCEAN TUG, some 60 feet shorter than the ATF, is another small ship of many talents. *uss Kalmia* (ATA 184) is a case in point.

*Kalmia* was commissioned in November 1944. She operated in the Philippines until 1946 and then was decommissioned and placed in an inactive tug division.

Recommissioned in 1952, she was fitted with a launching platform for drone aircraft and assigned to

First Fleet operations out of San Diego. Measuring 143 feet over-all and 33 feet at the beam, and with a crew of only five officers and 41 enlisted men, she became known as the world's smallest aircraft carrier.

In June 1967, *Kalmia* was reassigned to the Service Force, Pacific, under the operational control of Service Group One in San Diego. Her drone launching capability was removed and for the first time since World War II, the versatile tug began to act like one.

One of her first tows involved moving two barracks ships from Panama to Long Beach. Her tows since have included barges, a submarine, a minesweeper, buoys used to photograph missile shots and ship gunnery targets including those used by the battleship *uss New Jersey* (BB 62).

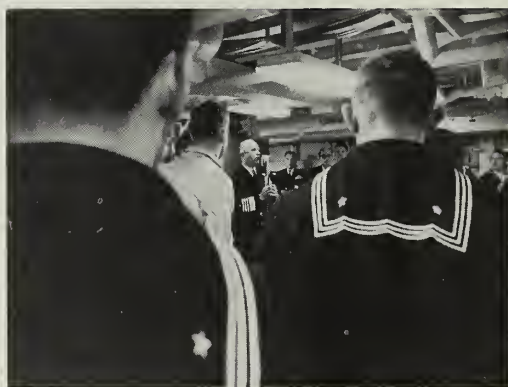
The largest tow of *Kalmia's* career occurred last October when she moved the cruiser *Vincennes* (CL 64) from San Diego to a berth at San Clemente Island. (The cruiser is more than four times longer than *Kalmia* and 10 times her displacement.)

*Kalmia* recently towed the research craft FLIP to Panama. She next assisted *uss Reclaimer* (ARS 42) in the installation of the Inter-Seamount Acoustic Range transmitter off the coast of Southern California.

For the latter, *Kalmia* was commended by the Commander of the Naval Undersea Research and Development Center: "The precise positioning of *Reclaimer* by *Kalmia* for prolonged periods required the finest judgment and superior seamanship."

—LTJG Frank D. Andruss, Jr.

# A CONTINUING PROGRAM FOR CAREER





# MOTIVATION

IT WAS JUST OVER A YEAR AGO that Admiral Thomas H. Moorer, Chief of Naval Operations, convened the U.S. Navy Career Motivation Conference, 1969, at Patuxent, Md. The Conference was composed of senior representatives of 34 major Fleet and selected shore commands. Its function was to find feasible actions to improve officer and enlisted career motivation.

Primary emphasis was placed on in-house actions that could be taken in the Navy without depending on help from the Department of Defense or the Congress.

The first report of action being taken was published in the November 1969 issue of *ALL HANDS*, which summarized some 50 of the Conference recommendations. To keep the Fleet current with the progress being made to make our naval service an even better way of life for both the Navyman and his family, this second report covers another 20 recommendations.

The Conference recommendations have now been combined with those of the Secretary of the Navy's 1965 Task Force on Personnel Retention, and recommendations developed by the Navy for the Project Volunteer Committee, to form the Navy's Career Motivation Program.

The Career Motivation Program is designed to ensure that each important aspect of naval service is monitored and further to insure that it is making a positive contribution to career motivation and retention. This program is receiving increasing interest throughout the top levels of Navy management including Secretary of the Navy Chafee's personal involvement in many of the major tasks.

Many of the recently enacted recommendations are also being checked by the Navy Inspector General during inspections of various Fleet and shore commands. The top items on the Inspector General list of "special interest" items are the factors that relate to personnel.

Here is a tabulation of some of the recent actions taken in support of the Career Motivation Program:

• **A FAMILY AFFAIR**—The Career Motivation Program shows the Navy's interest in the individual Navyman and his family. Below, left: ADM Moorer answers career questions during shipboard visit.

**Recommendation:** Give greater publicity to the careerist orientation of most Navy benefits and incentives to counter the misconception voiced by many Navy men that they favor the first term and forget the careerist.

**Status:** A continuing program to dispel this misconception has been initiated, including reports in recent issues of *ALL HANDS*. In the November 1969 issue, in his article on "Leadership," Master Chief Petty Officer of the Navy Delbert D. Black reminded career petty officers of most of the major benefit programs — all career-oriented. The Navy's chief petty officers and career counselors can do much to put these comments to rest. The most recent action pointing up the emphasis on behalf of career professionals is in two new directives:

- BuPers Notice 1070 of 26 Jan 70 eliminates the old "clean slate" concept of keeping personnel records (See page 00).

To recognize the fine service of the vast majority of career petty officers, modern policy requires the carrying forward of Enlisted Evaluation Reports for previous enlistments and a copy of the service record page 9 listing previous performance marks.

It also encourages carrying forward commendatory letters in the record. This new system assures career petty officers that all of the information needed to show their abilities and eligibility for advancement, responsible positions and special programs is a matter of record. It will enable commanding officers to make wiser personnel decisions about new men aboard without having to wait to gain experience with a new man.

- OpNav Notice 1050 of 17 Dec 69 established a policy of increased use of leave. It requires vigorous command efforts to make it possible, and stresses its importance for career personnel.

**Recommendation:** Provide storage ashore for Fleet bachelors' personal effects, and for automobiles where feasible, when deployed.

**Status:** OpNav Notice 1740 of 14 Jan 70 requires base commanders and station commanding officers to attempt to develop storage space ashore for Fleet

## CAREER MOTIVATION

bachelors for stowing their cars and personal effects while they're at sea. These are interim measures to alleviate the lack of storage space for personal effects of bachelors serving aboard ship, while we pursue longer range actions in the Career Motivation Program. (For more information on this subject, see page 42 of April issue of ALL HANDS.)

This program depends greatly on ingenuity and initiative in the use of existing buildings and real estate, but the Fleet should begin to see results soon. In a related action, the President has recently signed an Executive Order giving single men the same break as family men in being able to continue to draw BAQ during PCS for up to 30 days and during leave for up to seven days.

**Recommendation:** *Take steps to ensure that all aspects of the service bearing on the life of the Navyman and his family make a positive contribution to his career motivation, or at least do not detract from it.*

**Status:** OpNav Notice 1700 of 29 Dec 69 established a Navy Services and Benefits Council System at major Fleet complexes (ALL HANDS, March 1970, page 50).

These councils provide a mechanism which will improve the ability of commanders and commanding officers to ensure that personnel services and entitlements in the Navy are as responsive and satisfactory as possible. It is aimed at improvements in services like disbursing, legal assistance, moving, claims services, family services centers, commissaries and exchanges, medical services and emergency services like Navy Relief. It is also aimed at increasing the participation of Navy wives and wives' organizations.

The councils should be chaired by a flag officer from the Fleet in the area, and include his Career Motivation Officer and Senior Enlisted Advisor, representatives of Fleet commands in the area with their Career Motivation Officers, and representatives of wives' organizations, as well as representatives of personnel services and benefits.

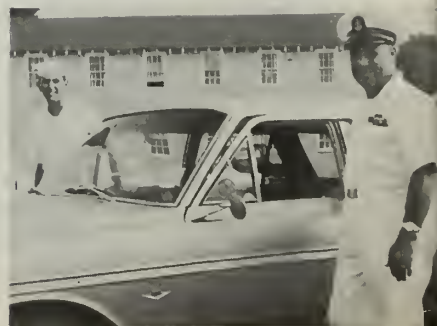
**Recommendation:** *Establish policy of providing organizational clothing for specified functions and incorporate into Uniform Regulations.*

**Status:** Change to *Uniform Regulations* in BuPers Note 1020 of 28 Feb 1970 requires organizational

clothing of coverall type to be furnished by the command for *all* dirty work, such as engineroom and fire-room work, battery locker work, side cleaning and so on. It will also allow purchase of stocks of dungarees for this purpose (which should help the conversion to the new Blue Working Uniform). (See page 52.)

**Recommendation:** *Establish a Surface Combatant School to provide concentrated training in shipboard division management and watchstanding.*

**Status:** This task is designed to give junior officers entering the Fleet in surface combatants the skills they need to fulfill earlier their leadership and personnel administration responsibilities as division offi-





cers and to be able to qualify more quickly in deck and engineering watchstanding.

The Career Motivation Conference recognized that this would address the problems of junior officers' motivation relating to their desires for responsibility and for recognition through watch qualifications, and also the problem relating to both the career motivation of new Navymen and the leadership and motivation of career petty officers.

On a pilot project basis a Surface Line Officer School will be opened this fall in the facilities of the Naval Schools Command in Newport, R. I. The initial course will be six weeks in duration with 24 officers per class during the pilot phase.

**Recommendation:** *Provide a system for personalized attention to the needs of families of all deployed personnel as is now practiced by many commands.*

**Status:** Many deploying units issue newsletters or familygrams and make arrangements for someone in the home port to keep contact with families to provide

assistance when needed and to keep them well informed. While there has been no explicit Navy-wide policy, this type of communication effort is encouraged (see below).

OpNav Notice 1750 of 5 Feb 70 requires Fleet commanders to have type commanders establish a contact point at the home port of each deploying unit (ALL HANDS, April 1970, page 42). This officer is to keep in touch with the families and be available to provide assistance to families of deployed personnel in times of emergency or for advice in personal matters. In addition, commanding officers of deploying units are encouraged to keep wives and families informed about the commands' employment, whom to contact for assistance in emergencies, and so forth, through the family letter.

This is one of the best ways to show the Navy wife that the Navy is concerned and to increase her sense of belonging. (See page 42 of April issue.)

**Recommendation:** *Eliminate practices which demean the word or status of naval personnel.*



• SOME OF MANY areas of Navy life affected by the Career Motivation Program are illustrated in these photos: the essential role of the Navy wife in her husband's career; efforts to eliminate auto parking and storage problems; support of Family Services Centers; and improvements in shipboard habitability.

## CAREER MOTIVATION

**Status:** This is a task that will never be fully completed, but is continuous in nature.

The most recent action in this area is the elimination of the requirement for officers and career petty officers to show an identification card to enter a commissary while in uniform, a major irritant to Navymen for years (See page 47).

The success of this change requires that each Navyman carefully protect the commissary benefit. It also requires that commands promptly and invariably discipline every violator. This, in turn, requires your willing cooperation — if commissary personnel ask to see your identification as a spot check at a checkout counter or other location, you should remember that they are protecting your benefits as an active duty Navyman.

**Recommendation:** Centralize the reporting-in and detaching functions at stations.

**Status:** OpNav Notice 5200 of 20 May 69 stressed the need for commands to try to reduce to a minimum the number of separate offices at which Navymen or

procedures like telephone check-in, the use of duty vehicles and buses for transportation and similar actions. It reemphasizes the importance of these procedures to good first impressions and last impressions. The Navy Inspector General has added a check of this item for compliance during inspections in the command inspection system.

**Recommendation:** Conduct an organized review of all prescribed officer collateral duties in order to:

- Reduce the administrative workload on junior officers to give them more time for professional qualification and leadership development.
- Reduce the paperwork load on the Fleet.

**Status:** Substantial reductions in 10 collateral duty requirements have been previously reported. (For an earlier summary, see ALL HANDS, November 1969, page 40.) The Office of the Chief of Naval Operations is developing a computerized reports system, which will include a detailed index of report contents. For the first time, studies and reviews for duplication and overlapping will become practical. A similar system is being developed for directives. These parallel programs will, it is hoped, result in significant improvements in the burden of administrative directives and reports.

CNO is also issuing instructions in the near future which will give policy guidelines on reducing the use of existing collateral duties and sets up a con-

• **LEFT TO RIGHT:** Navy couple receives help in finding housing. Family services for Navymen are available 24 hours every day. Many gifts bought by servicemen on combat cruises may still enter the U. S. duty-free. Junior officers' collateral duties are being reduced, and a Surface Combatant School is under study to provide them with better preparation for shipboard responsibilities.



their wives must personally present themselves when reporting or being detached. Some improvements have been made since then. But because of the importance of this to motivation, a new directive, OpNav Notice 5200 of 27 Feb 70, has been issued. This notice directs positive actions to reduce the number of separate offices you must go to. It also endorses





trol point in OpNav to control creation of new ones.

**Recommendation:** *Extend career personnel benefits to career-designated third class petty officers with under four years of service.*

**Status:** At a date to be announced personnel benefits will be extended to career-designated third class petty officers with over two years' active duty and a total active duty commitment of six years. These benefits are expected to be approved to begin on 1 July 1970:

- Travel of dependents
- Transportation of household effects
- Dislocation allowance
- Trailer allowance (in lieu of transportation of household effects and dislocation allowance)
- Transportation of automobile overseas
- Overseas allowances
- Evacuation allowance

This new policy should reduce the burdens faced by the first-term petty officers who must execute PCS orders. It should give them and their families a clearer sense of the Navy's concern for the career-oriented petty officer.

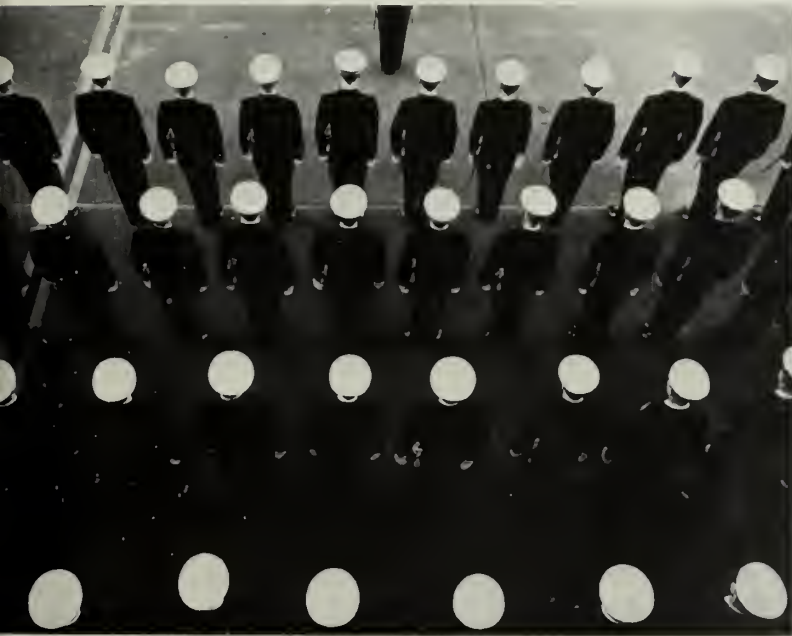
**Recommendation:** *Determine actual parking deficits and initiate corrective actions.*

**Status:** OpNav Note 11000 of 19 Mar 70 requires a review of the use of existing parking facilities and identification of the shortage of parking spaces against standards. Aimed primarily at the problem of inadequate provision for Fleet personnel, this action goes with the other previously reported, NAVFACENGCOM is changing planning standards to include Fleet personnel in planning. Interim actions to provide secure parking for Fleet Navymen's cars when they get underway is described above.

**Recommendation:** *Extend duty-free entry of gifts.*

**Status:** Public Law 91-180 extended for two years the existing law allowing the duty-free entry of gifts not exceeding \$50 in retail value, from members of the Armed Forces serving in combat zones.

**Recommendation:** *Authorize commissaries to accept food stamps.*



## CAREER MOTIVATION

**Status:** Beginning this summer, Navymen eligible for Agriculture Department food stamps will be able to use them in commissaries. Low income families can purchase these stamps for a fraction of their value in buying food. This welfare benefit, available for many years to citizens for use in civilian stores, can now be effectively used with the commissary benefit of naval service.

**Recommendation:** *Conduct a study to relate retention rates to shipboard habitability.*

**Status:** BuPers has completed a preliminary shipboard study showing the relationship between retention rates and shipboard habitability. Based in part on an analysis by CINCLANTFLT, it contains significant recommendations establishing and maintaining standards for living and working conditions built into ships.

**S**TILL ANOTHER EFFORT in the Career Motivation Program has recently been published. Studies by the Retention Plans and Programs Division of the Bureau of Naval Personnel showed that many officers and petty officers were building up large leave balances and losing substantial amounts of leave year

after year. Annual leave is meant to provide an opportunity for rest and recreation and to get away from the stress of day-to-day duties. It also gives the Navyman a chance to spend good long periods at home with family and friends.

Admiral Moorer, in OpNav Notice 1050 of 17 Dec 69, enjoins all commanders and commanding officers to afford the opportunity and encourage all hands to use their entire 30 days of leave each year.

For maximum benefit to both the Navyman and his command this should include at least one period each year of 10 to 14 consecutive days of leave. The Notice further reminds us that all of the leave authorized between duty stations should, except in the most unusual circumstances, be taken. This policy takes special notice of the concern for those in career service.

• **CONCERN WITH PEOPLE** was the theme of the Career Motivation Conference. VADM C. K. Duncan, Chief of Naval Personnel (second photo from left) at initial conference, encouraged members of the conference to use their imaginations in proposing new policies for the benefit of Navymen and their families. They followed his advice. The results are detailed on these pages.







### THE CAREER MOTIVATION PROGRAM

- To ensure that every program bearing on the life and service of each Navyman and his family makes a positive contribution to career motivation.
- To stimulate at every level of command personal interest in the vital task of keeping high quality personnel in career service.
- To increase the sense of participation and personal involvement at every level of leadership—commanding officer, officer, petty officer—in career motivation.

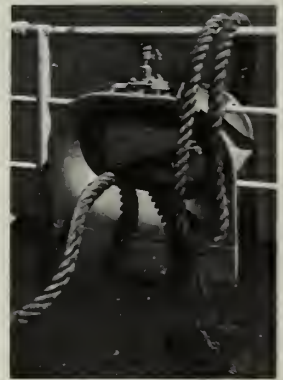
CAREER MOTIVATION: CHALLENGE TO LEADERSHIP

### SUMMARY OF ACTIONS PREVIOUSLY INITIATED IN CAREER MOTIVATION

- Conduct an organized review of collateral duties.
- Increase the potential motivation of Reserve ensigns by a system of performance review and rotation after 18 months of service.
- Include shiphandling training in the Command Inspection System.
- Modify regulations governing alcoholic beverages to make them not more restrictive than applicable local laws.
- Give greater publicity to the careerist orientation of Navy benefits and incentives.
- Establish an officer career counseling program.
- Have type commanders establish minimum criteria for formal certification of qualification as Officer of the Deck.
- Require that leadership performance be recorded in officer fitness reports to ensure that officers with a high quality of personal leadership are selected for command.
- Provide sea tour continuation benefit for petty officers.
- Include requirements for customer relations skills in rating manuals and training in personnel services ratings (PN, YN, HM, DS, DT, CS, and SH).
- Redistribute personnel services rating skill levels to provide improved levels of service in small commands.
- Monitor independent duty personnel services billets with qualified senior petty officers only.
- Expand PN Class A School to provide 100

per cent of the input to the rating.

- Workstudy personnel officer billets and all officer and enlisted billets in the personnel services field to improve service.
- Streamline and modernize personnel administrative records and procedures.
- Establish an Administrative Officer package course.
- Centralize the reporting-in and detaching functions at stations.
- Incorporate parking criteria for support of Fleet personnel in shore facilities planning.
- Eliminate restrictions on the use of recreation facilities which tend to irritate or appear demeaning without being essential.
- Insure that the hours of operation in recreation facilities are responsive to the needs of Fleet personnel.
- Standardize credit union membership policies and practices to insure that all Navy men have convenient access to full credit union services, preferably those which are Navy sponsored.
- Include information on legal services and medical services in Family Services Centers brochures.
- Establish recruit selection criteria to improve retention.
- Update the Wardroom Manual to provide improved communication between junior and senior officers.
- Allow use of recreational facilities for scuba diving by Navy men.



# DUBUQUE DECK FORCE spells SALT

**W**HAT IS a deck force?

Officially, it's the part of a crew whose men keep up the exterior of the ship, maintain and operate the ship's boats, rig lines and handle cargo during underway replenishment, anchor and moor the ship, and stand various bridge and deck watches.

But a deck force is more than an assortment of jobs; it's a certain way of doing those jobs. The bosn's mates and their strikers, more than any other crewmen, keep a flavor of the old Navy in their work—even when they use modern equipment.

They're almost the only Navymen left who know how to splice rope, rig a bosn's chair, make fancy knots, rig and bend lines, and make a bosn's pipe talk.

But their mastery of these skills doesn't mean they're out of date. They also load and unload helicopters, operate cranes and forklifts, use electric tools even to chip paint — and amplify the wail of their ancient bosn's pipe with a modern public address system.

**T**HE DECK FORCE of the amphibious transport dock *USS Dubuque* (LPD 8), shown at work on these pages, is a good example of the special mixture of old and new in the work of master seamen in the space age.

*Dubuque*, only two years old, benefits from the latest advancements in marine technology to perform her mission of transporting Marines and cargo and landing them by boat and helicopter.





Dubuque's deck force men use the old skills in anchoring and handling boats and lines. But they also have new tools of the trade: monorail cranes and helicopters for quick cargo moving.



She is equipped with seven cranes. One, a boat and aircraft crane with a 30-ton capacity, is used to hoist vehicles, helicopters and small craft. Six mono-rail cranes, each capable of carrying four tons, run the length of her well deck and upper vehicle stowage to load and unload boats in the well deck.

During the ship's most recent Vietnam deployment, the men of the deck force put the cranes to full use. They worked 36 hours straight loading Marines and cargo aboard in Cua Viet, Republic of Vietnam, and then 30 hours at a stretch unloading them in Okinawa.

**A**NOTHER NEW development that has reduced the need for manual labor in the deck force is the

vertical replenishment — transfer of supplies by helicopter from a combat store ship to another ship such as *Dubuque*.

Vertreps often make it unnecessary to use the complicated linehandling procedures of underway replenishment by highline. *Dubuque's* Chief Boatswain's Mate Stanford F. Lohmann welcomes a vertrep as "so much easier and faster" than an unrep by highline.

But no matter how many mechanical improvements may come, there is always a need for the special knowledge and skills of the bosn's mate.

The deck seaman, like his forebears on sailing ships, still knows how to rig a block and tackle, a bosn's chair or a stage. He carries a marlinspike and knife at his hip, as deck sailors have for centuries.

# SALT



Photos clockwise from upper left: (1) Crewman throws heaving line to pier. (2) Seaman perspires freely during difficult refueling. (3) Sidecleaners use bosn's chairs and stages while washing and painting hull. (4) 1st Lieutenant supervises line-handling.



Even with new power brushes and chipping hammers to help in the constant war against rust, the deck force's basic weapons are still the hand-powered chipping hammer and scraper.

**M**ARINE ENGINEERS have not yet designed boats that don't need coxswains or maintenancemen. *Dubuque's* five boats — a 26-foot motor whaleboat, two LCPLs and two LCVPs — all must be cared for and operated by men who know more about the sea than a book can teach.

Many of the topside watches underway are stood by deck-force men: bosn's mate of the watch, messenger of the watch, helm, lee helm, two forward lookouts, and a coxswain and bowhook for the

whaleboat, which serves as the ship's lifeboat.

The men stand watches in five sections. "That's one difference from the old Navy," says Chief Lohmann. "We stood in three sections."

One of the hallmarks of the old Navy remains the same, however.

"We have pride in the work we do," said one seaman. "There's a feeling of accomplishment when you're done swabbing, or chipping and painting."

It's the feeling of a job well done. Whether the means are old or new, the deck force earns that satisfaction.

—Story by JOSN Kenneth J. Cottrell, USN  
—Photos by JOC John D. Burlage, USN





Photos clockwise from bottom left: Steaks grilled to order are served on the flight deck of USS Dubuque. (2) Moved from the mess decks to the flight deck, tables are crowded with crewmen enjoying the outdoor barbecue. (3 and 4) Dubuque crewmen line up in the chow line.



# USS DUBUQUE BARBEQUE

**B**ILLOWING CLOUDS of white smoke drifted across the flight deck of the Seventh Fleet's amphibious transport dock *USS Dubuque* (LPD 8).

They were accompanied by shouts of "I'd like a medium rare" and "Pass the salt and pepper" from the crew.

The smoke was from the charcoal used to grill more than 650 steaks and chicken portions for a barbecue on *Dubuque's* flight deck one Sunday afternoon while the ship was underway in the Pacific.

During the ocean barbecue, some 200 officers and enlisted men moved in a line that snaked past trays of baked beans, potato salad, vegetables, watermelon and ice cream. Tables were carried up from the

ship's mess decks and set up picnic-style on the flight deck to handle the crowd.

The barbecue was a welcome break in routine for *Dubuque* crewmen. They had been transporting U. S. Marines and their cargo from Vietnam to Okinawa as part of the current redeployment of troops from the combat zone. The job meant long hours, hard work and extended at-sea periods.

The ship's crewmen enjoyed their outdoor meal. Said seaman Robert Medan, for instance, "It was an extra unexpected surprise." The barbecue occurred on his birthday.

—Story by LTJG James C. Roberts, USNR.

# Graduate, OCS

**F**OR NEWLY-COMMISSIONED Ensign Gary R. Hooper, the extra responsibility and hard work of being the student regimental commander at the Navy's Officer Candidate School (OCS) were demanding but rewarding.

Hooper, who now attends specialized schools at the Naval Station in San Diego, was graduated from OCS at Newport last February.

One of 4000 officers graduated by OCS each year, Hooper led the 625-man regiment during the third month of his four-month course.

The Navy trains 44 per cent of its officers at OCS during a strenuous course which includes seamanship, navigation, weapons, and engineering. This training helps to prepare new officers for duty at sea.

For most candidates, the normal curriculum of 565 hours packed into four busy months is almost overwhelming.

Below left: Regimental Commander Hooper and staff salute during final review. Right: Hooper ponders a problem in the Maneuvering Tactics Trainer. Opposite page: Administrative paperwork and other duties often leave only four hours a night for sleep.

For Hooper, the additional responsibility of regimental commander called for extra measures of time and energy. Typically, his day started long before dawn, and ended 20 or more hours later.

**H**IS JOB INCLUDED virtually all responsibility for regimental formations and the military discipline and bearing of all officer candidates. His father is a retired Air Force master sergeant, but Hooper, like most officer candidates, had no previous military experience.

A graduate of San Jose (California) State College in June 1968 (bachelor of science), Hooper was an operations supervisor for an insurance company before he entered OCS last fall. After three months as a regular officer candidate, he was selected for regimental commander because of his leadership potential.

While keeping up with his regular studies, Hooper also had to form his staff of subordinates. "When I took the job I had to explain my policy and establish lines of communication," he stated.

The usual day for Hooper began at 0530. Besides preparing his own lessons, he supervised morning formations, saw to it that everyone was present and en-







sured that military appearances were up to standard. CLASSES AND DRILL demanded six to seven more hours, and competitive sports such as volley ball, tug-of-war and basketball occupied most of the early evening.

At 2100, while most students were studying, Hooper conducted a regimental officers' meeting to issue personal directives and general information.

An hour later, with members of his immediate staff, he would begin practice for a pass-in-review ceremony scheduled for the next morning.

At 2330, Hooper would be in his room to start four more hours of work on regimental business and regular study. "These hours were about average for a Friday."

Looking back, Hooper believes his first big responsibility has helped him in a number of ways. Mainly, he was able to work with senior officers and gain insight on the problems of effective naval leadership.

At the regiment's final pass-in-review, Hooper was presented with a gold watch from the Reserve Officers Association for his leadership performance.

Proud to wear his new gold stripe, ENS Hooper has reported to the Fleet Training Center at San Diego Naval Station. After training, he will report to the destroyer *uss Collett* (DD 730) which operates from Long Beach.

— Story and Photos by  
PHC William M. Powers.







Opposite page above left: Hooper points out ship movements on TV screen in the OCS computer-controlled Maneuvering Tactics Trainer. Below left: Surrounded by staff, he makes a point during regimental officers' meeting. Center: Hooper watches rudder indicator, while taking his turn as helmsman of training craft. This page above left: Working at radar repeater, he points out unit positions during shiphandling maneuver in electronic trainer. Right: Hooper calls out orders while serving as OOD of training craft. Below left: Newly commissioned ENS Hooper leaves OCS with friend, Valerie Thompson.





# subinsurvpac

**I**N THE NAVY, teamwork is a necessity—but sometimes a team works best by splitting up.

The Sub-Board of Inspection and Survey, Pacific Coast (SubInSurvPac), proved it recently when the board's inspectors checked out three new warships in one week.

For the first time in its history, SubInSurvPac's 33 members divided into three teams to conduct preliminary acceptance trials of *uss Peoria* (LST 1183) and final contract trials and materiel inspections of *uss Juneau* (LPD 10) and *uss Hepburn* (DE 1055)—all at the same time.

In its 88 years of existence, the Board of Inspection and Survey has become used to finding new ways to do its job — testing the condition of all the Navy's ships. Ship design has come a long way in that time, but the InSurv board and its sub-boards have kept up with the times.

**T**HE THREE SHIPS tested by SubInSurvPac in that one busy week are all members of the new generation of Navy vessels. Technologically complex, full of new equipment and new concepts in design, they would challenge the skill of any inspector.

*Peoria* and *Juneau* are each the second of a new class. Both are bigger and better suited to their jobs than earlier LSTs or LSDs. InSurv's job is to see that their new equipment — such as *Peoria's* over-the-bow ramp and side propulsion units — works as it should, and that all systems work well together.

*Hepburn*, equipped with the latest sonar, radar, ASW rockets and torpedoes, and other sophisticated gear, required the same kind of careful checkout. She is the fourth in her class — still an early enough model



to have "bugs" that need to be found and corrected.

When the InSurv Board was formed in 1882, it was given the responsibility of reporting to the Secretary of the Navy on the material condition of vessels.

**N**OWADAYS, the board has three principal jobs:

- It conducts trials and inspections on all new ships, and on one or more aircraft of a new type, before they are accepted for naval service.
- It performs material inspections on all active ships once every three years, and on all reserve ships before they are overhauled, converted or activated.

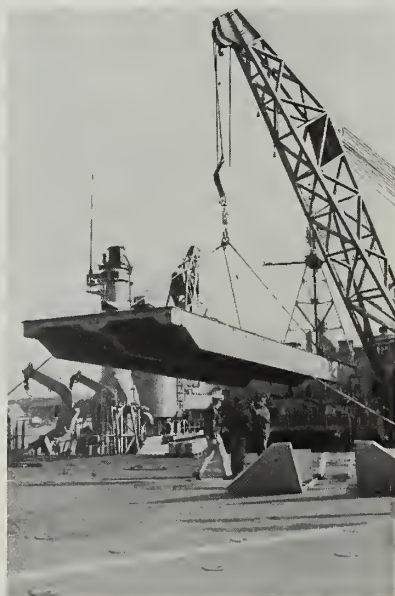
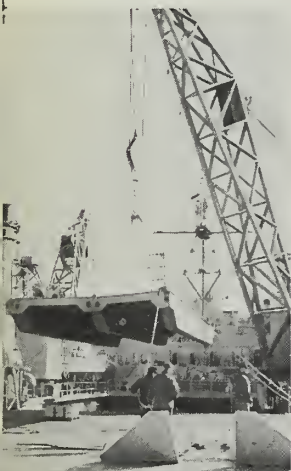






Photo far left: SubInSurvPac conducted preliminary acceptance trials of USS Peoria (LST 1183). Final contract trials and materiel inspections of USS Hepburn (DE 1055), left, and USS Juneau (LPD 10), below, were conducted by SubInSurvPac.



Photos below: Members of the Sub-Board of Inspection and Survey, Pacific Coast, observe a demonstration of the portability of the flight panels and mezzanine deck panels installed on USS Anchorage (LSD 36).

• It surveys vessels when their fitness for service is doubtful, or before they are stricken from the Navy List.

Those three duties keep InSurv's 91 members — 25 in Washington and 33 in each of the sub-boards in San Diego and Norfolk — busy most of the time.

They've had their hands even fuller than usual recently, as many obsolete vessels have been stricken and new, sophisticated ships built to replace them.

**O**N THE AVERAGE, a member of SubInSurvPac inspected five and a half ships a month in 1969, traveled 34,000 miles during the year and spent about

half of his working days away from home base. During a tour with the board, it isn't unusual for a member to complete 100,000 miles of air travel — not counting all the miles of steaming at sea.

Such a demanding assignment requires officers with technical competence and considerable Navy experience. SubInSurvPac members have an average of 22½ years' naval service.

For the InSurv board, dividing up a team to inspect three ships at once was new — but not unusual. It's routine for the board to find new ways to do its job: making sure that all the Navy's ships are in shape to perform any mission they are assigned.





# **A Sampling: Serving the Community**



**A** FRIEND, according to the dictionary, is one who seeks the society and looks out for the welfare of another whom he holds in affection, respect or esteem.

The definition fits the students at the Navy Supply Corps School at Athens, Ga., who knew a lot of people in the world were in need of friendship and some of them lived only a few blocks away.

Because there were many who needed friendship and relatively few at the school, the students organized their efforts. The school's administration authorized a Community Service Council having a representative from each officer company, two enlisted staff representatives and one representative each from the civilian employees and the Navy Wives Club.

Two staff advisors and a chairman (the chaplain) rounded out the council. Other organizations connected with the school, such as the Navy Officers' Wives Club, helped out.

The council serves as a clearinghouse for ideas and administers the projects undertaken by the school's students. And there is no scarcity of administrative detail because strict accounting is made of each activity's success.

The council settled on two long-range objectives which it sought to achieve through the Big Brother Program (which is operated on a nationwide basis) and a local enrichment program (designed to help children living in East Athens.)

The Big Brother Program got underway at the Navy





Supply Corps School in the fall of 1969 with odds running against its success because of the relatively short time (six months) the officer students are stationed in Athens. With enthusiastic participation, however, and good administration, the odds soon turned in favor of making good.

As many already know, the Big Brother Program operates on the premise that young boys need the masculine influence of an older male. The program seeks to provide that influence for boys who have lost their father and for whom such influence would otherwise be lacking.

Boys who have been exposed to the Big Brother Program over a period of time usually raise their aspirations and show improved performance in school. Antisocial behavior, when it exists, frequently decreases or disappears under the influence of a friendly man, too.

The Supply Corps School students in the program are, of course, volunteers. Incoming officers who are interested in the Big Brother Program discuss it with their representative on the Community Service Council and with others who have already become big brothers. Selections are made on the basis of these interviews.

**T**HE COUNCIL DECIDED the school's participation in the program could provide a continuing contact for 40 boys so the number of officers in the program at one time is limited to that number, plus those who are designated as replacements.

The number was limited so that no boy would be

**OPPOSITE PAGE:** The wife of an NSCS ensign works—and plays—with disadvantaged children from East Athens in the school-sponsored enrichment program, helping to provide friendship, recreation and educational outlets for the children. On this page:

NSCS Big Brother helps his Little Brother make a kite.



dropped from the program because there was no big brother for him. Such a procedure could cause irreparable damage.

When a big brother graduates, he is replaced by an incoming student who, whenever possible, is phased into his contact with his younger brother.

The little brothers who enter the program remain as long as they wish. Whenever one drops out, he is replaced from among more than 100 other boys on the waiting list.

No administrative control is exercised over the activities of the big and little brothers. Each officer is

## Community Services

left to tailor his approach to the needs of his little brother.

Although the program's director and co-director never interfere, they account for the program's achievements and the progress made toward reaching its goals.

Aside from the normal individual contacts between big and little brothers, the school's part in the Big Brother Program will soon be broadened to include group activities among big and little brothers. This approach will increase the available situations into which the little brother can be introduced and will use the cultural, educational and athletic resources of the Navy Supply Corps School.

**W**HEN THE GROUP aspect of the program gets under-way, it probably will be staffed by several big

brothers who have been selected from the program and will be directed by an advisory committee which reports to the program director. In this way, a closer watch probably can be kept on the program's progress and better effectiveness evaluations can be made.

Navy involvement in the Big Brother Program is by no means new. Navymen in the Washington, D. C. area, for example, have shared their life with little brothers from Boys Village at Cheltenham, Md. (see ALL HANDS, June 1968.)

These big brothers could enjoy a longer contact with their little brothers than those who are students for only six months at the Athens Navy Supply Corps School.

Big brothers at Cheltenham were on the job long enough to notice growth in their little brothers' vocabulary and saw their interest in mathematics grow





as their grasp of the subject increased as a result of Navy tutoring.

Most men find the program very soul-satisfying especially when a big brother receives a letter, as one did, saying, "Things are looking good to me now, and all the credit should go to you. You made me wake up and see what was ahead for me. Thanks."

### The Enrichment Program

The local enrichment program undertaken by the Navy Supply Corps School's Community Service Council includes, among other things, work with children at an East Athens public housing project and those living in the neighborhood of the East Athens Elementary School.

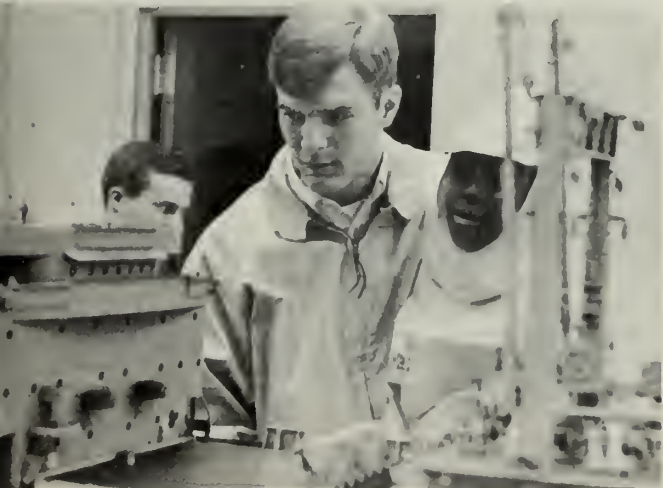
The council learned of public housing occupants' needs from an Athens Public Housing Social Services Director and, to fill the need, inaugurated what they called Project Success.

The first task undertaken by the project was to open a small recreation center at the housing development which was aimed principally at providing friendship, recreation and educational outlets for the area's children. The center was open for two hours on two evenings during the week and for two hours on Saturday.

Officers from the school's student body are the mainstay of the project's work force but they are frequently accompanied by their wives who help the children in their play and supervise painting, drawing and working with clay, while their husbands organize sport and athletic events.

Several activities have grown out of Project Success. A series of basketball clinics, for example, was

**COMMUNITY SERVICE** means many things: demonstrating space flight with the help of a model rocket; taking a Little Brother to see the school "ship's store"; helping a future quarterback learn to handle the ball; or just giving a boy a relaxed afternoon listening to a stereo or taping the school. Men in these pictures are all junior officers at Navy Supply Corps School.



held for children with the cooperation of the University of Georgia's head basketball coach.

The children were also taken to a local day camp for recreation and many helped construct a float which was entered in the local Christmas parade.

Facilities at the Navy Supply Corps School are being used for a 10-team basketball league and a boxing clinic coached and refereed by the school's officers and a former All-Navy boxing champion was organized.

**M**UCH work with children is done at the East Athens Elementary School by officers' wives as well as the officers themselves. There is a large community participation in this project. Women from the school's surrounding neighborhood teach girls to sew and local merchants lend sewing machines for this purpose.

The University of Georgia, which conceived the project, has also been generous in lending its talent for organizing basketball and other athletic events.

University students and teachers also work with the Supply Corps School's students and their wives to tutor children in subjects which are difficult for them and in which they need help.

In addition to the two major projects undertaken by the Navy Supply Corps School's Community Service Council, there are a number of other activities which require considerable time and effort from those engaged in them.

For example, the Community Projects Group of the Navy Officers' Wives Club is active in a summer day camp program. Wives also pick up and deliver groceries obtained through the food stamp program for stamp recipients who don't have the transportation or the health to go to the store themselves.

Transportation is supplied for trips to the zoo, for camping and similar excursions undertaken to enlarge the horizons of the participating children.

Navy wives also make frequent trips to a nursing home near the Supply Corps School to spend an afternoon reading to elderly patients. Or frequently, Navy wives just talk to the patients and provide some needed outside companionship.

The ladies also teach children who are enrolled in Project Head Start and record textbooks for the blind which are used by the University of Georgia and throughout the state's school system.

**A**LTHOUGH their activities are many, the people at Athens' Navy Supply Corps School have a history of public service so there was little reason for excitement when the Community Service Council was organized and the boom in helping people began.

But establishing friendship isn't a spectacular thing accompanied by loud fanfares. More often, someone sees a human need and sets out quietly to fill it and that's what friendship is all about.

—Photos by ENS Richard Nolan, SC, USNR

# FHTNC tells the folks back home

**S**IXTY MILLION news releases. All about you—or your predecessors.

Navy men have had their story told this many times in the two and one-half decades of operation for Fleet Home Town News Center (FHTNC), which celebrated its Silver Anniversary on 29 March.

Whether it was a story of an operation, deployment, the award of a medal or a promotion, the chances are that every Navy man has had a home town news release published some time during his career. In fact, on the average, nearly 500,000 servicemen can make this claim each year.

It has been 25 years of cooperative effort—for Fleet Home Town News Center was commissioned and still functions as an arm of the individual unit's Public Affairs Office, acting as editor, processor and distributor of news materials to the more than 12,000 newspapers and radio stations throughout the country subscribing to the service.

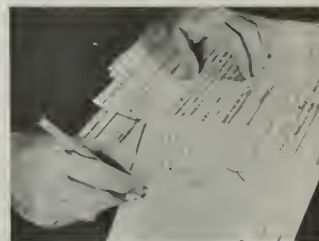
Fleet Home Town News Center was a direct outgrowth of a need for editing and distributing facilities for news materials submitted by the Enlisted Naval Correspondents (ENCs) during the latter stages of World War II.

Fleet Admiral Chester W. Nimitz, USN, recognized the value of sending news stories of Navy men in the Pacific to their home town newspapers so that the folks back home would be able to share in their accomplishments. At his Pacific Fleet headquarters at Pearl Harbor, he directed his Public Relations Officer, Captain Harold B. "Min" Miller, USN, to establish a "Home Town News Section."

**L**OCATED AT CinCPacFleet headquarters, this shop prepared and forwarded news stories on the men of the Fleet to the press section of the Navy's Office



Above, left: FHTNC worker checks photoengraving machine. Above, right: News release is run off on spirit duplicator. Center, left: Wave operates tape reproducer to make six tapes at once. Below: Releases are proofread. Bottom, left: Typists prepare news release masters. Right: CAPT R. M. McCool, FHTNC director.



of Public Relations in Washington, D. C., for clearance and distribution to the media. The officer in charge of the Home Town News Section was Lieutenant Bernard H. Ridder, Jr., then serving as Assistant Public Relations Officer for CinCPacFleet. (Mr. Ridder now is president of two Minnesota newspapers and an officer of a midwest publishing company.)

But it became apparent soon after its establishment that the Home Town News Section's increasing volume output was creating a burden on the facilities and personnel in Washington, D. C.

When this input reached 5000 stories a week, the Director of Public Relations, Rear Admiral Aaron S. Merrill, USN, initiated a study to determine how this volume could best be handled. An original plan adopted was the establishing of the "Fleet Home Town Distribution Center," a subsection of the press section, to be staffed by 20 men and located in Washington, D. C.

This setup proved only a stopgap measure, however.





Photos on this page show Chicago FHTDC in 1945. Below: YN prepares stories. Right, top to bottom: News desk, port of 120-person staff, and a day's mail.



Predictions of input of stories from the Fleet to increase to 20,000 weekly proved true, and even this expanded facility proved inadequate.

**A**DMIRAL MERRILL asked for recommendations. The Center's officer in charge, Lieutenant Charles W. Payne, USNR, estimated the staff would have to be increased to 120 persons, and larger facilities and more equipment would be needed. It was the Secretary of the Navy himself, James V. Forrestal, who approved the plan and who decided that the Ninth Naval District would be the best location.

On 29 March he signed the implementing directive: "The Commandant of the Ninth Naval District is directed to establish as of 1 April 1945, a unit of organization . . . to be known as the Fleet Home Town Distribution Center. This Center shall be responsible for the processing of 'hometown' news stories and pictures received from public relations officers attached to forces afloat and the transmittal of such

stories to appropriate 'hometown' newspapers, radio stations, and other media throughout CONUS."

Within 30 days it was a thriving organization. In its first six months of operation, a quarter of a million news releases were issued, and 1,250,000 copies were forwarded to the news media throughout the country.

The center had a wealth of newspaper and editorial talent. They included former copy desk men and reporters from the *New York Times*, *Philadelphia Inquirer*, *Chicago Daily News*, *Milwaukee Sentinel*, *Chicago Tribune*, and other major newspapers. Most of these men were members of the Enlisted Naval Correspondent Corps.

After World War II, the growth and popularity of the Center and the home town news program led to Fleet Home Town News Center's continued operation as an integral part of the peacetime Navy. Because of limited billeting and messing facilities in downtown Chicago, it was moved to its present home, the Great Lakes Naval Training Center, early in 1946.

Now under the command of Captain Richard M. McCool, USN, the Center is currently located on the second deck of Building 1-B on the Naval Training Center complex.

**T**HE 25 YEARS have seen many changes, one of the most important of which has been FHTNC's growth into a joint service activity. The Marine Corps began using the Center for the processing of its hometown news material in 1952, and the Coast Guard made it a complete Sea Services activity by joining the FHTNC family in 1963.

A sister command, the High School News Service, which also includes Army and Air Force personnel, and provides information about the Armed Services to the nation's secondary education community, was established at the Center in 1957.

In two and one-half decades, FHTNC's two "customer" groups have also grown: the Navy, Marine Corps and Coast Guard units participating in the program to more than 2700; and the subscribing media to more than 12,000.

**T**HE NUMBER of news releases processed has varied, averaging approximately 2.5 million a year, but improved editorial and distribution procedures have allowed the Center to maintain this production level with a staff one-half the size used in 1945.

The audio branch has been an area of great growth through the addition of high-speed reproduction equipment capable of making six copies of a tape simultaneously at 60 inches per second. Last year, the FHTNC tape lab produced 31,573 interviews, more than double the combined output of 1967 and 1968.

So, the next time you fill out a NAVSO 5724/1 biographical data form for your next Home Town News release, think of the part you are playing in Fleet Home Town News Center's second 25 years of history helping you to get the public recognition that men and women of the sea services deserve.

**D**O YOURSELF A FAVOR when you are called into the office for an interview six months before your enlistment expires. Pay close attention to the man when he starts talking about Project Transition.

Unless you *know*—really know—what you're going to do if and when you get out, he has a message of importance for you.

Project Transition may well be the beginning of a new and important decision for you.

Under this program, the Navy may help train you for civilian employment and will try to help you find a job.

No strings attached—except hard but interesting work. It's even possible that some of the training, if that's what you need, will be conducted on Navy time.

remaining, and must be in line for separation under honorable conditions, including retirement or transfer to the Fleet Reserve.

Specific priorities for Transition training are given to: (1) those who are disabled in combat; (2) those not eligible to reenlist; (3) those with no civilian or military skills related to civilian occupations; (4) those with civilian-related skills they wish to upgrade; and (5) those who wish to change existing civilian-related skills.

In effect, Transition is a new partner to the old "six-month reenlistment interview" which gives Navy-men with six months of service time remaining an explanation of rights, privileges and obligations and, for those eligible, encouragement to reenlist.

# PROJECT

This is a relatively new program designed by the Department of Defense to help you arrange for a civilian job or school before you leave the service.

Transition got underway in July 1967 with a pilot program for more than 100 Navymen due for separation at Treasure Island. It was expanded in January 1968, and now more than 1000 Navy short-timers receive Transition training each month.

The program is based on the assumption that the move from military to civilian employment is a complicated process, and that certain Navy men and women, particularly one-time enlistees, may experience difficulty in finding outside employment.

**U**NFORTUNATELY, some short-timers have not taken full advantage of Navy training available to them. Some have passed up opportunities for inservice education programs, or have not been able to participate in these programs to the extent they had hoped. Others may not know how to apply to civilian life the Navy training they have received.

In cases such as these, the Navy, through Project Transition, offers a final opportunity for training before separation.

BuPers Inst. 1510.106 series defines the program as a combination of four services—counseling, training, education and job referral.

To be eligible, you must be an enlisted man or woman and have from 10 to 180 days of service time

● **MAKING THE CHANGE**—Navymen leaving the service for civilian life are counseled on their plans, receive help in making out resumes, check the bulletin board for job openings, and practice on a computer keypunch machine while being trained for new jobs.





Transition helps you evaluate all the factors on your projected outside skills and job opportunities. If you are eligible to reenlist, Transition may help you decide that a Navy career is in your best interest.

However, Transition gives you encouragement, not pressure. You may be offered counseling, educational assistance, training and job referral services, or reenlistment, but you are the one who must weigh all the factors and you—no one else—must make the decision.

**B**UT AT THE SAME TIME, don't be misled into thinking the Navy is offering you a free ride on an employment gravy train. As you'll see, Transition can pay off only if you apply yourself.

Here, generally, is how Project Transition works:

Six months before the expiration of your active obligated service (EAOS), you are contacted by your Transition officer (each ship and station has one), and with his assistance fill out a Career Plans Questionnaire (NavPers 1510-4 series). This helps you and the Navy determine your intentions about reenlisting or leaving the service, and whether you wish further education or training.

If you do not intend to reenlist, your Transition officer will determine your eligibility and priority standing for Project Transition. If you volunteer for the program, you are designated a Transition trainee. However, this does not mean you automatically start school.

Circumstances such as your duty assignment, com-

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mand deployment schedule, and the type and availability of training first must be considered and a final decision made by your CO. Most likely, his decision will be based on your unit's operational commitments and the manning level of your division.

Can you be spared? What's your priority? Is the training you want available? If not, would a correspondence course serve essentially the same purpose if you can't be spared for an early transfer to a formal training program.

**T**HESE ARE IMPORTANT questions you should talk over with your Transition officer before you request training. Some Navymen have failed to appreciate these points, and then got uptight when their requests for transfer to Transition sites (see box) were disapproved.

For example, a PN2 at a small command in the midwest had been working at a farm during off-duty hours and had taken civilian correspondence courses in agriculture. As his EAOS approached, he heard about Project Transition and figured he might be able to get a head start on full-time employment in the agriculture field. After the farmer for whom the Navyman worked agreed to take him on for full-time training, the PN requested that he be released from duty 90 days early under Project Transition.

The PN failed to realize that he was in the lowest priority for training, because he already had a civilian-

related skill which would include personnel classification, interviewing and office management.

And, he neglected to appreciate the stipulation "when mission requirements permit." At the time of the request, his station was experiencing a serious shortage of clerical personnel. The PN's own department had an allowance of six men, and five were on board. However, four of the five were due to be transferred or released during the period the PN wanted out for Transition.

The request was denied and the PN was encouraged to continue his agriculture training during off-duty hours. He was not happy.

**A**NOTHER NAVYMAN requested training in a Transition course which commenced the day before he applied. It was impossible, on short notice, for his command to come up with a replacement.

A chief petty officer who applied for Transition could not understand why he received a low priority. Here, Transition assumes that any old-timer such as the chief already has achieved a civilian-related skill.

A gunner's mate approaching the final months of his enlistment asked to be transferred from his ship 90 days early to attend surveyor school. The ship was on deployment and the CO ruled the gunner could not be spared. The Transition Officer then suggested the GM sign up for correspondence courses offered by the same school he wanted to attend full-time.

A few cases indicate almost complete misunderstanding. One Navyman who had his Transition site transfer request turned down complained that he was being punished for not reenlisting. Another believed he was the victim of racial discrimination.

● **TRAINING FOR JOBS**—Civilian firms help train many Navymen before separation. In photos below, men learn sheet-metal work, auto repair, metal drilling and printing skills off base.





In cases such as these, the ability of the Transition Officer to explain "Navy needs" is put to the test.

**A**T A MINIMUM, each Transition site provides qualified short-timers with counseling and job referral. The counseling may include aptitude testing which would help you determine the type of training that will be most useful to you in the community in which you intend to reside.

Some of the training may be acquired while you still are on active duty. Many good courses are immediately available in the form of USAFI and Navy correspondence courses. If there is time, you will be encouraged to complete your high school or college GED qualification. Allowances for a college education under the GI Bill might give you some added incentive.

It also will be explained to you that other avenues may be available such as tuition assistance under the Manpower Development and Training Act, and courses conducted by industrial, business and labor organizations.

Contacts with a military base near your home might prove helpful in running down local job opportunities, particularly if the base is equipped for Transition training.

If you need training in a particular occupation, your Transition officer will help you determine your present assets as compared with those you require.

However, before you decide on any type of training, it is important that you pin down the related employment opportunities in your home community. There's no point in training for a job that doesn't exist.

Or, it may be to your advantage to check out the



## TRANSITION COURSES

**Oxyacetylene Welding** (NavPers 93942) covers basic welding principles. There are no lessons to mail back to the center and no examinations to take. A Transition training certificate is awarded after all questions in the course workbook are completed by the trainee and checked.

Programmed courses in welding, computer systems, engine tuneup and photography have been developed for Project Transition trainees by the Chief of Naval Personnel and are available from the Navy Correspondence Course Center, Scotia, N. Y.

**Basic Computer Systems Principles** (NavPers 93943) is an introduction to data processing. The trainee is required to take a series of examinations administered by his command and graded by the course center.

**Introduction to the Basic Automobile Engine** (NavPers 93945) outlines principles and procedures of engine tuneup for trainees with no previous knowledge of the automobile engine. A final exam is administered locally and returned to the Center for grading.

**Introduction to Photography** (NavPers 93944) provides a basic understanding of still and motion picture photography, color photography and the photographic development and printing process. A camera is not necessary for the course. A Transition training certificate is awarded.

Transition trainees who wish to enroll in any of these courses should submit a regular Correspondence Course Application - Local Administration (NavPers 1510-3), and specify "FOR PROJECT TRANSITION" in the endorsement block of the form.

These and other Transition courses now under development will be listed in future editions of the NavPers 10061 series issued to your Training Officer.

possibility of a job in a new community, especially if your home town is in an area of chronic unemployment.

On the other hand, if you have the skill, knowledge and leadership potential, you may wish to return to an area of economic or social difficulty and work to reshape its future.

**W**HERE YOU RECEIVE Transition skill training depends on certain ground rules. Generally, and if command circumstances permit, your CO may authorize you to undergo part of your training during

# PROJECT TRANSITION

normal working hours, or may, if you are eligible, authorize your transfer to the nearest Transition site.

Specific Transition guidelines state that:

- On-base facilities will be used where available within the continental United States. However, if available, you may be trained at a Transition site or any other military installation with appropriate facilities within a 50-mile radius of your command. Any such training must be conducted under the guidance of your parent command, because no transfer of CONUS shore-based trainees to a Transition site is allowed.

## TRANSITION SITES

Transition sites which have occupational training for men from the Fleet are located at U. S. Naval Stations in the following cities:

Washington, D. C.  
Newport, R. I.  
Philadelphia, Pa.  
Norfolk, Va.  
Charleston, S. C.  
Key West, Fla.  
San Diego, Calif.  
Long Beach, Calif.  
Treasure Island, Calif.

### Also, Naval Air Stations:

Jacksonville, Fla.  
Pensacola, Fla.  
Corpus Christi, Tex.

### Other sites are:

Naval Training Center, Great Lakes, Ill.  
Naval Supply Center, Puget Sound, Wash.

- Site training may begin 90 days before your EAOS if your unit is deploying and your command agrees to release you.

- On-the-job training (for Transition) may not be held on board ship or in an air squadron.

- You may not be transferred from one Transition site to another.

- You may not extend your enlistment beyond your normal EAOS for the sole purpose of participating in Transition.

**I**F YOU'RE STATIONED ashore with CONUS, every effort will be made to supply you with training right on your own base. Or, your Transition Officer may arrange for the training through various public or private agencies. As noted, if you are within a 50-mile radius of a Transition site, you may attend counseling and training sessions there.

On-the-job training at your CONUS shore station is geared to a skill area in which there is a direct civilian counterpart. For example, you might be assigned to

the base Public Works Department for part-time training in carpentry or plumbing.

If you're based near Newport, R. I., one of the 14 Transition sites, you can take your pick of classes in auto mechanics, printing, retail sales, radio-TV repair, restaurant management, electronic assembly or postal work. If you'd like to be a construction worker, the Transition counselor can arrange for classes conducted by the Seabees at Davisville.

You might be assigned to formal training in an available school course. For example, you could be programmed into a Navy course on auto mechanics. (However, only courses which have vacancies because of canceled quotas in regular attendance may be used. Such cancellations usually are known well ahead of time so that Transition officers can plan on course attendance.)

If enough Transition trainees are on hand who want a specific type of training, regular classes might be established. If not, programmed materials may be available for you to study on your own time.

Off-duty training is encouraged, and if you're serious about gaining new skills or refining old ones, chances are you'll prove it by working at it on your own time.

**A**S INDICATED ABOVE, Project Transition was not designed to generate requirements for additional

• **LEARNING THE ROPES**—Navymen in Transition acquire skills they will need in civilian life. In photos below, they work on sheet-metal ducting, construction and automotive repair jobs.





courses or facilities. The Chief of Naval Personnel and Chief of Naval Air Training have made existing facilities and courses available on the basis of unfilled space and excess capacity. Further, Fleet commanders may, if they find it appropriate, authorize the use of Fleet training facilities adaptable to Transition.

In order to meet these restrictions and at the same time produce an effective program, the 14 major Navy bases around the perimeter of the United States were designated as Transition sites for men from shipboard duty in the Fleet and those returning from overseas assignments.

The site to which you are transferred for training is the one nearest your ship if it is not deployed, or the one nearest your port of entry into the United States if your ship is deployed or you are on overseas duty.

Specifically, if you are assigned to a Fleet, aviation, or mobile unit, or an overseas activity and have volunteered for Project Transition, you may be transferred to a Transition site as follows:

- If your unit is based in CONUS, you will be transferred to arrive at the nearest Transition site 10 days before your EAOS. (However, for up to 180 days before your EAOS, your local command has access to training, education, counseling and job referral services made available by Transition site commanders. You may participate in these services during your off-duty hours, or, with your CO's permission, during regular working hours.)

- If your unit is deploying, you may, at the dis-

cretion of your CO, be transferred to the nearest Transition site up to 90 days before your EAOS. (Unless you are transferring to the Fleet Reserve, in which case you may not arrive at the Transition site more than 10 days before your EAOS.)

- If your unit is already deployed, or if you are stationed overseas, you may be transferred to arrive at the site nearest the point of entry in CONUS at least 10 days before your EAOS.

- If you are completing an "in-country" tour in Vietnam, and are six months or less from your EAOS, you may, with the approval of the Chief of Naval Personnel, be transferred to a Transition site for up to 180 days of training.

**I**N ANY EVENT, all qualified Navy men and women from Fleet, aviation, and mobile units, plus those from overseas activities who volunteer for Transition, are given the opportunity for at least 10 days at a Transition site before separation.

Each Transition site already has complete separation facilities. When you complete your training, run out of active obligated service, or disenroll from the program, you receive your discharge on the same base. Therefore, once you are transferred to a Transition site, the site Commander (who also is the station Commander) has full administrative control over you.

Usually, the first order of business after you check into the site is to talk things over with the full-time counselor. He has information on civilian skills, qualifications and requirements, and keeps a listing of available service schools, programs offered by other government agencies, and training courses available through private industry.

He'll see to it you are placed in an appropriate school or other training facility if a quota is available, and then will keep track of your progress.

**I**F YOU ARE ELIGIBLE for reenlistment, he will remind you that it's not too late to change your mind about the Navy as a career. If you are determined to get out, he will tell you about the benefits of the Naval Reserve. (Among other benefits, most Reserve units provide training opportunities and steady additional income. Many also are excellent sources for civilian employment referral.)

Training programs available at the Newport site are typical of Navy-community contacts already established through Project Transition.

For example, the Rhode Island Department of Education and local high schools provide classrooms, equipment and training aids.

Newport business firms offer on-the-job training in such fields as restaurant management, electronic assembly and radio and television repair.

The Navy Exchange at Newport has classes in merchandising; Transition students study window



# PROJECT TRANSITION

dressings, warehouse inventory and stock display.

The postal course calls for a two-week study of the history, mission and organization of the Post Office Department, and gives future postmen a rundown on the crafts and methods of postal operation, plus a study of mail rates and classifications. This course includes a tour of the Newport Post Office.

**V**OCATIONAL COUNSELING and testing services are part of the over-all program at each site. If you wish to stay in the area of the site after your separation, an appointment may be made for you to be interviewed by local employers.

Transition site officers also have listings of federal, state and local agencies which provide training in areas for which specific requirements exist. The Department of Defense and the Chief of Naval Personnel periodically issue notices on the participation of public and private agencies, which at this writing include:

**Department of Labor** — This department surveys regional employment opportunities, establishes job listings, advises on types of training that might be most beneficial for establishment on military bases, arranges for course financing under the Manpower Development and Training Act, and keeps in touch with state employment agencies and private industry with a view toward placement of Project Transition graduates.

**Department of Health, Education and Welfare** — With the approval of the Department of Labor, HEW may

assist state authorities to establish training courses in cases where military training programs do not cover desirable occupations. HEW also approves instructors and curricula furnished through local and state agencies, and works with state training personnel to review course programs to determine which ones meet employment standards for specific types of jobs in the civilian community.

**Post Office Department** — If you'd like to be a postal worker, Project Transition and the Post Office Department can give you a head start. Postal instructors hold classes at each of the major Transition sites, and administer the postal entrance exam which may be used for employment in any U. S. Post Office.

**Civil Service Commission** — CSC surveys federal job opportunities, specifically for civilian positions to support military installations and other federal agencies. If you're qualified, the government would like to channel you into the Civil Service structure. Transition site officers have full information on federal job vacancies in skills for which training is provided.

Also, base civilian personnel agencies survey local needs and help set up training programs which, in turn, help to resolve on-base civilian manpower shortages.

Private industry makes its employment requirements known through the U. S. Training and Employment Service, and helps local bases establish appropriate training programs.

State agencies survey job markets, work with local employers for job placement, furnish instructors for





courses which military facilities cannot provide, and review military courses to determine their relevance to specific job requirements.

**W**HEN YOU SUCCESSFULLY finish your course, you are presented with a Project Transition Certificate of Training which gives you a documented record of your achievements in that course. The certificate describes in detail the skills which have been taught, the degree of your qualifications, and the tools and equipment you have mastered.

Young as it is, Transition already has demonstrated that many training agencies offer immediate employment to successful graduates.

An example is the course offered by the Post Office Department, which has resulted in immediate employment for many former Navymen.

The program has produced other success stories. For example, a large auto parts and service corporation accepted two Navymen for training, and in less than a month one of the men had been hired as a trainee in the company's management program. The other decided to go back to school, and credited Transition with giving him the assurance he needed to pursue his goal.

What you do after you are separated is, of course, your business. Hopefully, Project Transition will have

steered you toward a satisfying civilian occupation or into a school. Perhaps you'll decide to postpone Transition and then reenlist when it occurs to you that any employer who pays you while he trains you for another job runs a pretty good outfit.

Whatever, good luck.

## PLANNING FOR THE FUTURE

People familiar with Project Transition and employment in general are most emphatic about one point: Be realistic in your plans.

Right now, they say, almost everyone wants to be a computer programmer—even those who haven't the slightest idea what a computer is, what it does, or how it is operated.

Data processing, when it concerns computers, is a highly technical field which requires special personal and mental abilities on the part of the programmers. For those in the beginning occupational levels, much of it may be sheer drudgery. It's only when you get to the systems analysis levels that the work can be considered creative in any sense.

If you're not highly qualified or motivated for this type of work—by this time you should know whether or not you are—forget about it. Get into a field you'll enjoy or, at the very least, in which you have a reasonable chance of success.

● **NAVY-SPONSORED TRAINING**—In Transition training using Navy equipment, short-timers learn civilian-related skills; keypunch procedures, hospital lab work, and computer wiring techniques.



# today's navy



## It's for Real at Corpus Christi

The barracks as a cliché in form continues to be replaced with quarters designed for the comfort and privacy of bachelor Navymen. NAS Corpus Christi is one of the latest stations to enjoy the change.

New bachelor enlisted quarters recently dedicated at the air station have spacious, four-man rooms with built-in convenience and plenty of privacy.

Each room has large storage cabinets and desks with individual reading lamps.

Passageways are carpeted.

Central heating and air-conditioning — each room has its own thermostat control — adds another element of comfort.

A landscaped courtyard may be viewed through picture windows. There are no keep-off-the-grass signs.

The two-story, three-wing barracks houses approximately 500 enlisted men assigned to the Advanced Training Command.

## Progress at Rec Center

A new recreation center for Navy families in the Washington, D. C., area is scheduled to open by the end of May.

The vacation spot is located at Solomons, Md., about 65 miles southeast of the District of Columbia and will accommodate 400 guests who can rent cottages and bungalows as well as park their campers and pitch their tents on prepared campsites.

Other facilities will include a swimming pool, beach and swimming area, boats, water skiing, fishing, miniature golf, driving range, picnic areas, clubhouse, snack bar and recreation lodge.

Land for the center was cleared and prepared for landscaping by Seabees from Davisville, R. I. In addition to new buildings which have been erected, local firms and civilians refurbished existing struc-

tures at the sites for the use of vacationing Navy families.

The recreation center's construction was financed by the Navy's Recreation Fund which is derived from profits earned by Navy Exchanges. When the center is completed and open for business, it is expected to be self-supporting.

## Getting Better at Memphis

It's the period of the building boom at NAS Memphis. Construction projects completed, awarded or underway there include:

- Navy Exchange retail store. The new exchange encompasses 40,000 square feet of shipping area and storage space, plus 18,000 square feet of cafeteria and kitchen area.

- Nine student barracks. Each of the four-story, campus-style bachelor enlisted quarters houses 208 men in two-, three- and four-man rooms. Individual desks, beds with headboards and plenty of closet space add comfort and convenience.

- A new 840-man BEQ will consist of five buildings clustered around a community lounge. Also, construction of a 1680-man barracks complex is scheduled to begin in the spring of 1971. By 1976, Navy Memphis will have 48 new barracks for its growing student population.

- Hospital. The \$6.1 million hospital now under construction will replace facilities built during World War II. When completed in the summer of 1971, the six-story hospital will accommodate 230 bed patients.

Patients and staff of the new hospital will have access to a 75-foot concrete swimming pool. The pool facility will be complete with competition lanes, diving boards and bathhouses.

- Acey-Deucey Club. The Four Winds Club reopened last summer after eight months of remodeling which doubled the club's size and



included a new stag bar, cocktail lounge, ballroom, dining room and complete kitchen facility.

- A new EM club with bar, ballroom and dining room is scheduled to be completed this July.

- A four-island service station and combination retail sales and maintenance center more than doubles the size of the old exchange service station and annex retail store.

- Work continues on Lake House, a circular structure built on a hill overlooking the station's man-made lake and recreation area. Lake House will provide a snack bar and plenty of indoor space for parties.

- Border fences are being moved in the Fairway Homes housing area to provide three new recreation areas. At least one of the sites will include a softball field and volleyball and basketball courts, plus a 150-foot by 140-foot play area with slides, swings, playhouse, jungle bars and other playground equipment.

### Navy Hero in Icy Rescue

Navyman Lester S. Flory II took the trouble to get involved — and saved the lives of a mother and child last January when their car skidded into a deep, icy stream.

Airman Flory was driving toward Norfolk, where he was stationed at Atlantic Fleet headquarters, when he passed the car driven by Mrs. Carolyn S. Lisi.

After she passed, he glanced in his rearview mirror and saw her car skid off the shoulder of the road. He turned around, drove back to check, and found only skid marks at the bridge over West Neck Creek.

Then Flory saw the rear end of Mrs. Lisi's car sticking out of the 15-foot-deep water.

He plunged into the ice-filled creek, found the woman and her son Patrick, 4, and managed to pull them onto the bank. Patrick stopped breathing; Flory applied artificial respiration and revived him.

He covered Mrs. Lisi and her son with his own coat and shirt and a borrowed blanket.



The Bronze Star with the Combat V is presented to Chief Boatswain's Mate James R. Matthews.

A policeman who arrived shortly after the rescue said both the woman and child could have died if Flory had not acted quickly. The car was so deep in the water that a diver had to be called to attach a wrecker's cable.

For his heroism, Airman Flory received the Navy and Marine Corps Medal, the service's seventh highest award. He was also presented a certificate of appreciation by the mayor of Virginia Beach, Va., home of the Lisis, Flory — and Flory's own wife and son.

### Chief Braves Fire

It takes a lot to merit the Bronze Star with the Combat V but Chief Boatswain's Mate James R. Matthews has what it takes to win the nation's eighth highest military medal.

Between November 1967 and November 1968, Chief Matthews participated in more than 230 combat patrols in the Republic of Vietnam's Rung Sat Special Zone and Mekong Delta. During that year, the patrol came under fire 25 times.

In August 1968 things got especially hot. That was when Chief Matthews led his men during four firing runs on the Go Gia River, exposing himself to heavy rocket and automatic weapons fire.

That alone takes guts, but Chief



PHAN Lester S. Flory II and Mrs. Lisi and her son whom he rescued after car skidded into icy creek.



Lester S. Flory II

Matthews had skill as well. Because of his boat handling, the hostile rounds missed their mark completely. Matthews' fire direction, on the other hand, completely disrupted the guerrilla force.

### Guam Saw Lights Go Out

USS *Guam* (LPH 9) played a role in collecting scientific data during the solar eclipse last March. She was on station 90 miles southeast of Wallops Island, Va., to recover the payload of a NASA *Aerobee 150* rocket.

More than 30 rockets were sent into the upper layers of the atmosphere from Wallops Island to measure and record atmospheric



Graduating students of the Navy's new Master's Degree Program.



Navy Wings are pinned on a graduating student aviator.

and solar data during the eclipse.

The *Aerobee 150* reached an altitude of 513,221 feet and achieved a maximum velocity of 5170 feet per second.

The March NASA recovery was the second for *Guam*. Her first took place in September 1966 when astronauts Conrad and Gordon were picked up after *Gemini 11*.

## Degree and Wings to 21

Twenty-one aviators last January were awarded master's degrees in aeronautical systems the same day they received their wings.

These were the first graduates of the new master's degree program conducted jointly by the Navy and the University of West Florida.

The university curriculum begins for selected aviation students dur-

ing basic flight school at NAS Pensacola, and continues through advanced training at NAS Corpus Christi. It provides the aviators with a formal background in aerospace and aeronautical systems.

## Education Pays Big Dividends

Allan R. Walker took it seriously when the recruiter told him the Navy would be an education. Since boot camp, Walker has been through:

- ET "A" school.
- Submarine school.
- Nuclear power school.
- Four years of college.
- Officer candidate school.
- Basic flight training.
- Advanced flight training.
- Master's degree training.

And all since he enlisted less than nine years ago.

Here's how now-Lieutenant (jg) Walker went about it:

After boot camp at Great Lakes in 1961, he attended ET "A" school, then submarine school, followed by one year of duty on board *uss Pomodon* (SS 486).

He next attended nuclear power school at Mare Island, where he applied for the Navy Enlisted Scientific Education Program.

Under NESEP, the ET3 attended the University of Louisville and received a bachelor's degree in phys-

ics. Officer candidate school followed, and he received his commission in June 1968.

Next came basic flight school at NAS Pensacola, where he learned about the master's degree program the Navy conducts jointly with the University of West Florida for selected aviation students. During basic flight training, and later at advanced flight school, NAS Corpus Christi, LTJG Walker worked towards a master's degree. He was graduated first in his class of 21.

At NAS Corpus Christi last January, LTJG Walker was awarded a master's degree in aeronautical systems. At the same ceremony, he was presented with the wings of a naval aviator, and eagerly looked forward to the next step: Put all that education to work in a naval career.

## A Record for Forrestal

The attack carrier *uss Forrestal* (CVA 59) recorded her 150,000th arrested landing last February when an RA-5C *Vigilante* of Reconnaissance Attack Squadron 13 hooked onto the flight deck during NATO exercises in the Mediterranean.

The following month, *Forrestal* recorded the 5000th arrested landing of her then-current deployment



University President Dr. H. B. Crosby presents degree certificates to the students.



—her eighth cruise in the Mediterranean with the Sixth Fleet.

In the Pacific, meanwhile, an aircraft of Attack Squadron 144 engaged an arresting cable on the deck of *uss Bon Homme Richard* (CVA 31), and the *Bonnie Dick* had her 175,000th arrested landing.

### **Name's the Same: Midway**

*uss Midway* is in commission again but she has changed considerably since her launching in 1945.

Among other things, she has acquired a hurricane bow, angled deck, a revamped superstructure, new steam catapults and arresting gear as well as jet blast deflectors.

But these additions belong to the past. *Midway's* latest alteration began when she entered the San Francisco Bay Naval Shipyard in 1966.

When work was completed, *Midway's* muscles were showing. She could launch and recover aircraft

about one-third heavier than those of her sister ships. To handle the heavier planes, the carrier's angled deck landing area was lengthened more than 25 feet, increasing the flight deck area from 2.82 to 4.02 acres.

*Midway* also has three new deck-edge aircraft elevators which can handle fully loaded aircraft weighing more than 100,000 pounds.

Compartments below the flight deck were enlarged and rearranged to accommodate larger and more complex electronics shops which now rank among the best in any aircraft carrier.

The ship's combat information center and command complex were modernized with the computerized Naval Tactical Data System (NTDS) and the Ships Inertial Navigation System (SINS). Her firefighting capability was upgraded, too.

Nor was livability neglected. Modular berthing, sanitary and laundry spaces were increased,

modernized and air-conditioned. In fact, most of the ship's spaces are now air-conditioned.

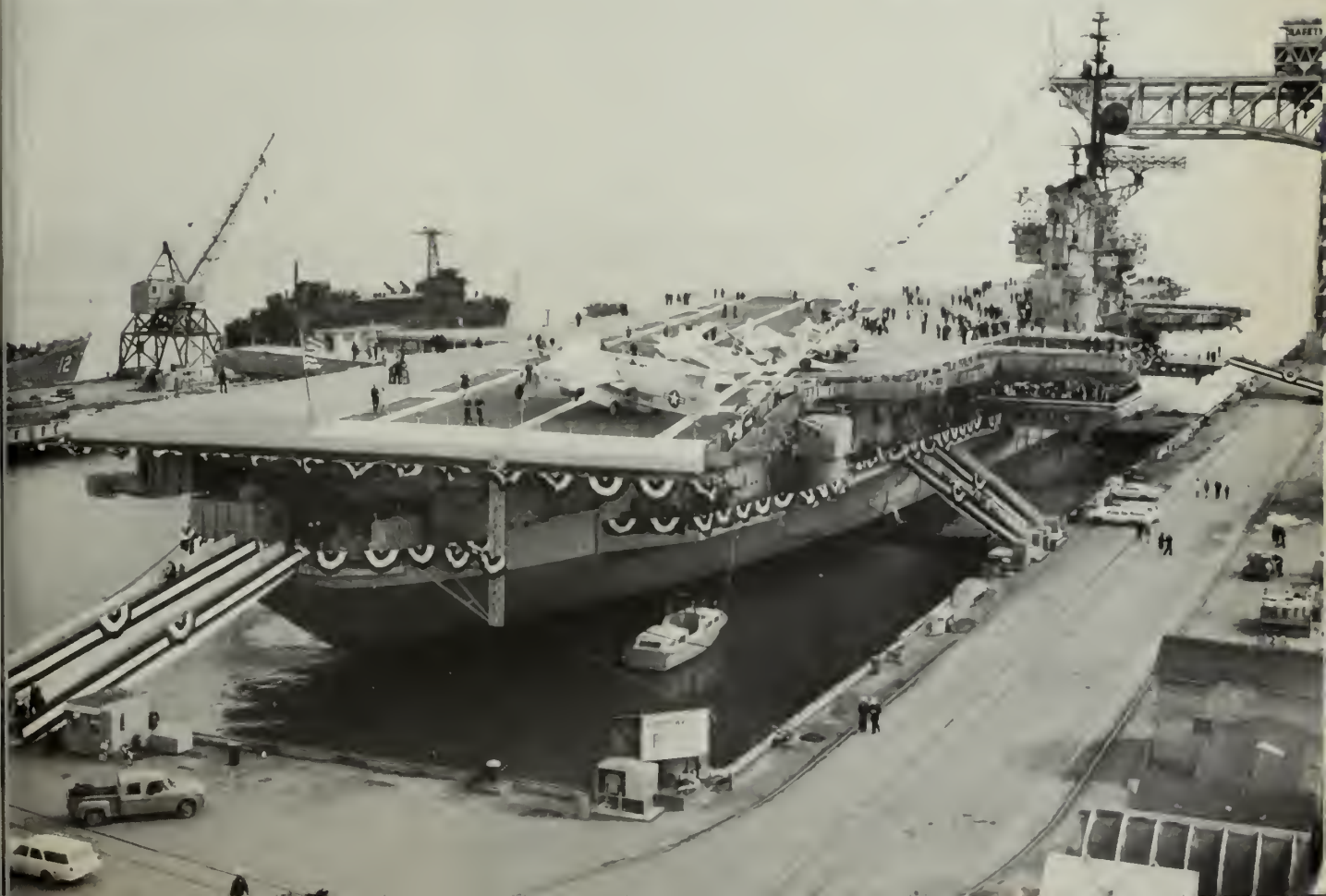
There is also more fresh water for all purposes. New high capacity evaporators will produce up to 280 thousand gallons of fresh water per day.

*uss Midway*, of course, was named for the World War II battle which turned the tide of war against Japan in favor of the United States. The carrier was launched only 17 months after her keel was laid but she slid down the ways too late for service during the second World War.

During an eight-month deployment in 1965, *Midway's* air wing flew more than 11,900 sorties against military targets and supply installations in Vietnam.

*Midway*-based aircraft were credited with downing the first three North Vietnamese *Migs* during this deployment, and both *Midway* and her air wing received a Navy Unit Commendation.

The attack carrier USS Midway (CVA 41) has returned to active service after a conversion period.





The combat store ship **USS Concord (AFS 5)**, on deployment in the Atlantic, provides supplies to other Navy ships.

### Welcome Home for a Breather

For a day, there were fireboats and waving flags and kisses and bands and speeches. Then these ships settled into homeport routine. Another cruise was over.

*uss Long Beach* (CGN 9) returned to her namesake city after six months with the Seventh Fleet in the Western Pacific.

During her third WestPac deployment, the nuclear-powered cruiser performed Search and Rescue (SAR) and Strike Support Ship (SSS) duties. She was flagship for the Commander, Cruiser-Destroyer Group, Seventh Fleet.

On SAR duty late last year, *Long Beach's* helicopter rescue team picked a downed Navy pilot from the water less than a minute after he went down. As SSS, the ship monitored all aircraft in her area and guided U. S. planes on missions.

Her crew visited Hong Kong, Singapore, Sattahip-Bangkok and Manila.

*uss John F. Kennedy* (CVA 67) ended her first extended Mediterranean cruise as she returned to Norfolk.

The Navy's newest attack carrier

traveled more than 40,000 miles and visited 14 European ports during the 8½-month deployment. Her Carrier Air Wing 1 chalked up more than 27,000 hours of air time.

*JFK* served as flagship for Commander Carrier Division 6, Commander Cruiser-Destroyer Flotilla 2, and Commander Carrier Division 2 at various times.

Throughout the cruise, some 40,000 visitors came aboard for open house. Included among them were the presidents of 100 John F. Kennedy fan clubs in Italy.

The "Fighting Lady," *uss Yorktown* (CVS 10), returned to Norfolk after a four-month Northern Atlantic cruise with Carrier Anti-submarine Air Group 56 embarked.

The carrier took part in anti-submarine warfare and NATO exercises, and visited Great Britain, Denmark, Holland and Germany.

She served as flagship for Commander Carrier Division 16 on the deployment.

The guided missile frigate *uss Jouett* (DLG 29) came home to San Diego after six months in the Western Pacific.

She operated in support of carriers in the Gulf of Tonkin and the Sea of Japan during the cruise. Returning home, she carried Commander Destroyer Squadron 1.

Four destroyers returned to San Diego together after a six-month WestPac deployment. They were *Hull* (DD 945), *Floyd B. Parks* (DD 884), *Hanson* (DD 832) and *Dennis J. Buckley* (DD 808).

All provided naval gunfire support for allied ground troops in Vietnam, SAR for downed pilots, and assistance in carrier strike operations.

*uss Dixie* (AD 14) came back to San Diego after a cruise to the Western Pacific.

The destroyer tender provided repair, manufacturing and supply services for about 375 Pacific Fleet ships during the cruise. In six months in the Far East, her repair-

**USNS Moumee**, largest tanker ever to sail to Antarctica, is docked at **McMurdo Station, Antarctica**.







USS COUCAL (ASR 8) underway off the coast of Oahu, Hawaii.

men did more than 10,800 separate jobs, from underwater hull repairs to replacement of gun barrels for ships returning from the gunline.

In addition, *Dixie* took part in the people-to-people program, delivering more than 1600 pounds of Operation Handclasp materials to clinics in the Republic of the Philippines and Hong Kong.

After returning from the cruise, *Dixie* became flagship for Commander Cruiser-Destroyer Force, U. S. Pacific Fleet, relieving *uss Samuel Compers* (AD 37).

A different sort of deployment was completed by *uss Rexburg* (PCER 855) and *uss Marysville* (PCER 857) as they returned to San Diego after completing oceanographic research and experiments in mid-Pacific.

Originally commissioned in 1944, the two ships served together in WW II Pacific campaigns as support, rescue and escort vessels. They were later converted to serve as seagoing laboratories.

Now they conduct electronics, communications, navigational and oceanographic experiments throughout the ocean as units of the Cruiser-Destroyer Force, U. S. Pacific Fleet. The ships work closely with the Naval Electronics Laboratory, Undersea Warfare Center, and Operational Test and Evaluation Force.

*Rexburg* and *Marysville* are manned by Navy crews, with facilities for civilian scientists.

### ASR Keeps Busy With Collateral Duty Rescues

There were no submarines that needed rescuing so the submarine rescue ship *uss Coucal* (ASR 8), as if to keep in practice, aided two civilian small craft in Hawaiian waters. Both boats were having trouble with heavy seas and winds up to 40 knots.

The first to be rescued was a 16-footer which had been wallowing for 16 hours in heavy seas with a broken engine shaft. The three men on board had no food and no idea where the nearest land was.

*Coucal* sent her whaleboat to the small craft and took the three men aboard, leaving the boat to be towed ashore by the Coast Guard. All three men from the boat were uninjured but their ordeal

had left them hungry and exhausted.

Six days later, *Coucal* was returning from Hilo to her home base at Pearl Harbor when she sighted a distress signal from a sailing vessel which was also being pounded by heavy seas and high winds.

*Coucal* was unable to approach closer than 1200 yards but radioed the Coast Guard for assistance. She then circled the small craft for three hours until a Coast Guard cutter arrived on the scene and took the boat and its crew to the island of Maui.

### Fund for Evans' Children

An educational trust fund has been established for the children of 74 U. S. Navymen killed last June when the destroyer *Frank E. Evans* (DD 745) collided with the Australian carrier *Melbourne*.

The fund was started with more than \$33,000 donated by the Australian and New Zealand navies.

In general, here's how it works:

Each of the 31 surviving children will, on his or her 18th birthday, receive one share of the trust fund for educational expenses. One share amounts to the total of the fund at the time, plus interest, divided by the number of children who remain eligible for the benefits.

The share is transferred to a separate account. If the child does not use the money for educational purposes before reaching age 22, the share is returned to the fund.

The amphibious transport dock ship USS Austin (LPD 4) combines the functions of an attack transport and attack cargo ship.



## Nicholas Says Goodbye

After nearly 28 years of distinguished service, the destroyer *uss Nicholas* (DD 449), first of the *Fletcher*-class destroyers to be commissioned, has hauled down her commissioning pennant for the last time.

She was retired on 30 January at Pearl Harbor, bringing to an end a career which began during the bleak days of the Navy in early 1942.

Launched on 19 Feb 1942, *Nicholas* was commissioned at the Boston Navy Yard on 4 Jun 1942. Three months later she was plying the waters of the Solomon Islands, actively engaged in the Battle for Guadalcanal.

Later, in the early morning Battle of Kula Gulf on 6 Jul 1943,

*Nicholas* rescued 291 survivors of the cruiser *Helena* (CL 50). While conducting the rescue, the destroyer continued to take Japanese ships under torpedo and gun fire. For this action *Nicholas* was awarded the Presidential Unit Citation.

DD 449 was one of the Navy's most decorated ships. Her record of operations throughout the remainder of World War II is filled with heroism. She earned 16 battle stars on her Asiatic-Pacific Area Service Ribbon; the accounts of the battles are colorfully noted in her war diary.

After a brief retirement at the close of WW II, *Nicholas* underwent conversion to an escort destroyer and was recommissioned in February 1951. From then until

1953, she played a significant role in the Korean conflict, earning three more battle stars.

In 1960, DD 449 underwent a FRAM (Fleet Rehabilitation and Modernization) overhaul, a program designed to extend the life of the Fleet's destroyers.

When *Nicholas* celebrated her 20th birthday in June 1962, she became the oldest active destroyer in the U. S. Navy. Nevertheless, her combat career continued to mount as she was assigned to the U. S. Seventh Fleet off Vietnam. Just before her retirement, she completed her 14th Western Pacific deployment since the end of World War II.

The following tribute from the Commander of the Pacific Fleet Cruiser-Destroyer Force, Rear Ad-



Gene's conception of USS Holmes County (LST 836).



Thank  
You  
Holmes  
County

What is it? Why, it's an LST, of course!

During a recent repair period in her home port of Guam, Tank Landing Ship *uss Holmes County* (LST 836) acted as host to a group of kindergarten children from the "Little Red Schoolhouse" at U. S. Naval Station Guam. Lieutenant (jg) Christopher S. Becker of the ship's crew conducted the tour and provided the children with refreshments of cookies and milk after the long trek around the decks.

A week following the visit, *Holmes County* received a thank-you note which included a dozen crayon drawings of the ship done by the schoolchildren. Although all were exceptionally well done, this one by "Gene" proved most enlightening.



miral Douglas C. Plate, was read at *Nicholas'* decommissioning ceremonies:

"The retirement of *Nicholas* from naval service comes after nearly 28 years of distinguished service. Today, your bridge proudly displays decorations fiercely earned in combat. Enemy-held islands signed surrender documents in your wardroom and you were present during the surrender ceremonies in Tokyo Bay. You bravely fought through World War II, Korea, and now Vietnam.

"In all endeavors you have performed with the professionalism and spirit that have become expected of destroyermen. The modern destroyers that replace you will insure United States control of the seas in the future as you have done in the past. And, although you are leaving the rolls of the *Naval Register*, your name will live on as an example to destroyermen everywhere preserving the freedom of the seas."

DD 449 was the second destroyer named after Samuel Nicholas, the first ranking Marine officer who received a commission as "Captain of Marines" on 28 Nov 1775. The first *Nicholas* (DD 311) had a short career, operating with the Fleet only from November 1920 to November 1923.

—JOC Dick Wood, USN.

### Navy Meets Slick Competition

As expected, the 1970 World Bobsled Championships at St. Moritz, Switzerland, attracted some of the most daring sledders ever to play beat-the-clock down the narrow, ice-packed chute.

The United States team, which included four Navymen led by Lieutenant Commander Paul Lamey, showed well in the competition, but was unable to overtake the experienced Europeans.

The best U. S. effort was in two-man racing when LCDR Lamey and brakeman, Aviation Machinist's Mate 1st Class Robert Huscher, placed fourth in the standings before slipping to seventh in the final run.



**MEET BUPERS QUEEN**—Seomon Apprentice Potricio Anne Sargent, USN, 20, is crowned Queen of the Bureau of Naval Personnel by Vice Admiral Charles K. Duncon, USN, Chief of Naval Personnel. Miss Sargent competed both with civilian employees and Navy Wives, and won the final judging in the 11th annual contest sponsored by the Bureau of Naval Personnel Recreation Association. She will compete for the title of Navy Department Queen of the Coronation Ball to be held later this month.

Other Navymen on the U. S. team were Engineman 1st Class Erroll Turner and Torpedoman's Mate 2nd Class William Coulson.

Though bobsledding has been relatively obscure as a competitive sport in the United States, the Navymen who competed at St. Moritz are, by U. S. standards, veterans in international competition.

In 1967, LCDR Lamey and Huscher placed first in both the Gold Cup International and the North American Championships. At the 1968 Winter Olympics in Grenoble, the International Federation of Bobsledding named LCDR Lamey "Rookie Driver of the Year."

Last year, the Navy's top team won the North American Championships at Lake Placid, repeated in the Gold Cup International, and captured the National AUU and International Diamond Trophy.

As for the World Championship, there's always next year.

### Ships Loaned to Philippines

Six United States Navy vessels were loaned to the government of the Republic of the Philippines under the Military Assistance Program.

The ships included *uss Caddo Parish* (LST 515), *Hickman County* (LST 825), *Madera County* (LST 905), a tugboat, (YTL 427), and two landing personnel carriers. Most of the ships had seen duty in Vietnam, where they were used in the rivers for supply transport.

The vessels were accepted by President Ferdinand Marcos on behalf of his government. The craft will be used to meet the requirements of the Navy of the Republic of the Philippines and to increase shipyard harbor facilities.

# bulletin board

## *For MCPOs: A Challenging Opportunity*

**T**HE NAVY is going to need a new Master Chief Petty Officer. Master Chief Gunner's Mate Delbert D. Black, now serving as MCPON, says that he plans to retire in 1971 at the completion of 30 years of service, vacating the Navy's enlisted three-star billet.

The special MCPON billet was established in 1967 on the basis of recommendations submitted by the Secretary of the Navy's Task Force on Navy and Marine Corps Personnel Retention and provides for a principal enlisted assistant/advisor to both the Chief



Master Chief Petty Officer of the Navy  
Delbert D. Black, USN

of Naval Personnel and the Chief of Naval Operations. In this capacity, Master Chief Black has accompanied the Chief of Naval Operations and the Chief of Naval Personnel on visits to naval installations; been of assistance to commands, bureaus and other offices of the Navy Department in enlisted personnel problems; represented the Chief of Naval Personnel on various boards and at meetings concerned with career motivation; participated as an invited guest and speaker at civic and Navy-affiliated functions; and has acted as an "ear" for a wide range of personal inquiries from enlisted personnel.

**W**HAT REASONS would you give for wanting to be the Master Chief Petty Officer of the Navy? MCPOs should be prepared to answer that question in writing in the near future as commanding officers begin to frame nominations for the position to be sub-

mitted to the Chief of Naval Personnel by 15 May.

Factors being evaluated by the commanding officers are based in part on the review of the individual's entire service record in the chief petty officer grades and include:

- Leadership ability.
- Military bearing.
- Ability to express himself both orally and in writing.
- Interest and awareness in naval and world affairs.
- Extent of civilian involvement.
- Family considerations and other factors which warrant review.

The evaluation of these factors, together with a personal recommendation from the commanding officer and a full-length photograph of each nominee in either Service Dress Blue or Service Dress White Uniform, should be forwarded to BuPers (Pers-B221) no later than 15 May.

**D**UE TO THE NATURE of the billet and the high standards governing the nomination of a successor to MCPO, commanding officers must weigh a number of factors in making their nominations of candidates.

For one, the MCPON occupies the highest rung on the ladder of the Navy's enlisted force. Therefore, his record of service and his abilities must be conspicuously outstanding.

As a personal advisor to both the Chief of Naval Personnel and the Chief of Naval Operations, the man selected must have a high degree of personal dignity and a keen sense of service etiquette. He must also be a mature individual of vigorous appearance and strong constitution. His moral character must, naturally, be unquestionable.

As a senior representative of the enlisted personnel, MCPON functions as an open channel for direct communication, acting as a spokesman, confidant and counselor. Therefore, it is essential that he be a dedicated career petty officer who is "people-oriented."

**T**HE NOMINEE'S CHEST doesn't need to be hidden behind rows of medals, but it is desirable that he have participated in at least some major campaigns during his career.

In the case of those nominees who are married, it is important that the nominee's wife have a natural ability and desire to fulfill the varied and challenging public and social commitments which she will be obliged to meet.

All commands are encouraged to nominate those Master Chief Petty Officers whom they feel meet



the high standards mentioned above. Selections of the final appointee will be based on command nominations, preliminary screening of candidates by the June 1970 Senior and Master Chief Petty Officer Selection Board, and on a final screening by a special selection board convened by the Chief of Naval Personnel.

Above all, however, nominations must be based on the individual's ability and willingness to meet the challenge of the MCPON position.

### **COs May Waive Requirement to Show ID Cards When Visiting Commissary**

If you're in uniform, many commissaries won't require you to show your ID card from now on. That's the new policy spelled out in NavReSO Notice 5512 of 26 Jan 1970.

However, some commissaries will still require men in uniform to show ID cards all the time, and others will ask them to show their cards every once in a while in a spot check.

Whether or not your uniform is enough to let you into the commissary will depend on your commanding officer. He will decide if local circumstances present small enough risks of abuse to allow the liberalized identification policy.

For instance, if your station serves as a transit point for large numbers of Reservists on weekend duty, or if there are many National Guardsmen on active state service in the vicinity, the chances are that ID cards will still be required. Personnel in these categories are ineligible for commissary privileges.

Where misuse is unlikely, COs have been encouraged to do away with the requirement for men in uniform to show their identification cards.

### **Credit for Past Achievements Will Show Up; Clean Slate Policy for Records Is Modified**

You flip through the left side of your service record and pull out two letters of commendation. You hand them to the reenlistment yeoman and ask him to include the papers in your new record.

This, generally, was the procedure on reenlistment. If you didn't follow it, those commendations might never show up in your new service record. What's more, all those glowing remarks on your past performance evaluations would never come to the attention of some interested record reviewer, because the old evaluation forms would be discarded.

This is why, said BuPers Notice 1070 (26 Jan 1970), the traditional "clean slate" policy has been modified and, henceforth, certain details on your performance during your previous enlistment will be included in your new service record.

The BuPers notice said that strict adherence to the clean slate concept is worthy of merit, but points out that it more often than not has worked to the detriment of the Navy and the man concerned, particularly those in higher grades.

For example, more than one clean slate has meant delayed recognition for the man who was noted for outstanding performance throughout his previous enlistments. Arriving at a new duty station, the man must start from scratch to prove himself because the CO has no substantial performance history to review.

The clean slate policy already had been relaxed for chief, senior chief and master chief petty officers, when it recently was required that a copy of each evaluation prepared for a chief during a completed enlistment be placed in his newly opened record.

Now, this procedure is extended to all enlisted men and women, and in addition, the enlisted perform-

The owner of one of these jackets might be the future Master Chief Petty Officer of the Navy. The jackets belong to the master chiefs attending a symposium for senior enlisted advisors earlier this year. Candidates are being considered for selection as MCPON, the Navy's highest enlisted billet.



ance record (page 9) from the old service record will be carried over to the new.

Here are the mechanics:

When you reenlist, all evaluation reports (NavPers 792, NavPers 1616/8, and NavPers 18658) will be removed from the closed-out record and filed on the left side of your reenlistment record. Your page 9 is reproduced, certified, and filed with the evaluations.

If you do not reenlist when you reach your EAOS, the evaluation reports are removed from your service record and handed to you along with your discharge certificate and certain other pages from your record. You're advised to hang on to the evaluations, because if you later decide to reenlist at your hometown Recruiting Station, for example, you'll be asked to turn in the evaluations so they can be included in your new record.

The revised clean slate policy is not retroactive, which means that if you are in your second or later enlistment, your previous evaluations need not be included in your current record.

However, if you have any evaluations or commendatory letters filed at home that you'd like to become part of your record, you're advised to take copies to the personnel office.

Administrative and other details on the modified clean slate policy are contained in BuPers Notice 1070 (26 Jan 1970).

### **Regular Paydays Will Be on the 15th and 30th for All Beginning 1 July**

If your payday has been scheduled to fall on every other Thursday, for instance, then some time between now and the first of July expect to have it rescheduled to a semimonthly basis to comply with a change in pay policy announced in SecNav Notice 7220 of 9 Feb 1970.

Until the 1 July deadline, commanding officers have the option of holding paydays either biweekly or semi-monthly. After that date, however, regularly scheduled paydays will be held twice monthly, based on two pay periods per month.

For example, the first pay period covers the first through the 15th day of the month; the second pay period covers the 16th through the last day of the month. Any entitlements you may accrue during these pay periods (such as flight pay, combat pay, leave rations, etc.) will be paid to you on two regularly scheduled paydays.

After 1 July, all regular paydays normally will be held on the 15th and 30th or the last day of each month, with the following exceptions: When the last day falls on a Saturday, Sunday, or holiday, payday may be held on the last workday preceding that date. Even so, you will be paid for the entire pay period. For instance, if the 15th falls on a Sunday, payday will be held on Friday, and the amount paid will be the amount due you through Sunday.

Normally, you will receive two equal payments each

month. Nevertheless, it is suggested that you make note of your new pay schedule far enough in advance to allow for any financial plans or payment deadlines. Under the new payday system, there will be times when one pay period will have to cover three week-ends.

### **Expecting Orders to New Duty? Here's Where To Look for Answers to Many of Your Queries**

**I**F you're expecting orders soon, chances are you have quite a few questions you want answered.

For instance, where can you get information on such things as commissaries, schools and recreation at your new duty station? Are there some foreign countries you aren't allowed to visit on leave? Will the Navy still pay for your trip to your next duty station if you make a few side trips en route? Can your family travel with you?

The answers to these and similar questions are in Navy directives and manuals. But that raises another big question: which ones?

BuPers Notice 1300 of 13 Mar 1970 has collected a handy list of the manuals and instructions that deal with transfer matters. The staff of your personnel office will use this checklist to make sure you get all the information you need before you're transferred.

Here's the list of manuals and instructions, with an indication of the subjects covered in each one:

- *Enlisted Transfer Manual* (NavPers 15909B) — the basic book on all kinds of transfers. It regulates both the *Seavey-Shorvey* system and BuPers-controlled centralized *rotation*; its chapters include rules on assignment to *special types of duty* (instructor or recruiter duty, the nuclear power program, schools, etc.), *Wave rotation*, assignment to *choice of duty on reenlistment*, and many other matters.

Besides the parts of the manual dealing with your specific transfer, these portions are worthy of particular attention:

Articles 6.21 and 6.22 — qualification for *overseas service*.

Section 23.8 — how to get information from Family Services Centers on *commissaries, exchanges, schools and recreation* at your new duty station.

Sub-articles 17.31b and c — payment of more than one *dislocation allowance* in one fiscal year by means of a SECNAVFIN.

Chapter 23 — procedures for making out *transfer orders*.

- *BuPers Inst 1720.2 series* — distribution procedures for Naval Activity Information Brochures. These contain information on *housing, local maps, tourist brochures* and other material that will help you get settled at your new duty station.

- *BuPers Inst 1300.26 series* — *overseas tour lengths, eligibility requirements for overseas service, and overseas movement of dependents and household goods*.



• *BuPers Inst 11107.1 series — temporary lodging.* This directive contains information on government temporary housing which you can use for the first few weeks at your new station while you're looking for civilian housing or waiting for Navy quarters.

• *BuPers Inst 4650.14 series — eligibility requirements for you and your family to travel at government expense.* This instruction sets the rules on passport requirements, and informs you of the cases in which entry approval from the overseas area commander is necessary for your family to accompany you overseas.

• *BuPers Inst 4650.15 series — circuitous route travel.* The Navy will reimburse you for travel to your new duty station by the most direct route. Any side trips must be at your own expense.

• *BuPers Manual, article 3020420 — foreign leave travel.* This article provides that you may visit foreign countries on leave without special permission from the Chief of Naval Personnel, except for places listed in BuPers Inst 1050.11 series.

All the information you need when you're being transferred is on file. Now you know where to find it.

### **Three Paid Visits to Homeport for Crews Of Ships Overhauled at Other Locations**

The President has approved a Bill which authorizes transportation at government expense for Navy-men assigned to ships undergoing overhaul at locations other than their home ports.

Under the Bill, up to three trips to the home port are authorized for men whose families reside at the home port while their ships are overhauled elsewhere.

The trips may be taken after the first, third and fifth months following the date on which the ship arrived at the overhaul port, or at the same intervals after reporting on board the ship, whichever is later.

To be eligible for the travel allowances, you must have been permanently assigned to duty on board the ship for at least 30 consecutive days. Further, you must have bona fide dependents (as evidenced by information contained in your service jacket) who reside at the home port or in its immediate vicinity.

When possible, government transportation will be furnished on a space required basis. When such transportation is not available, personal or commercial transportation is authorized if the cost of it does not exceed the cost of government-procured commercial air travel.

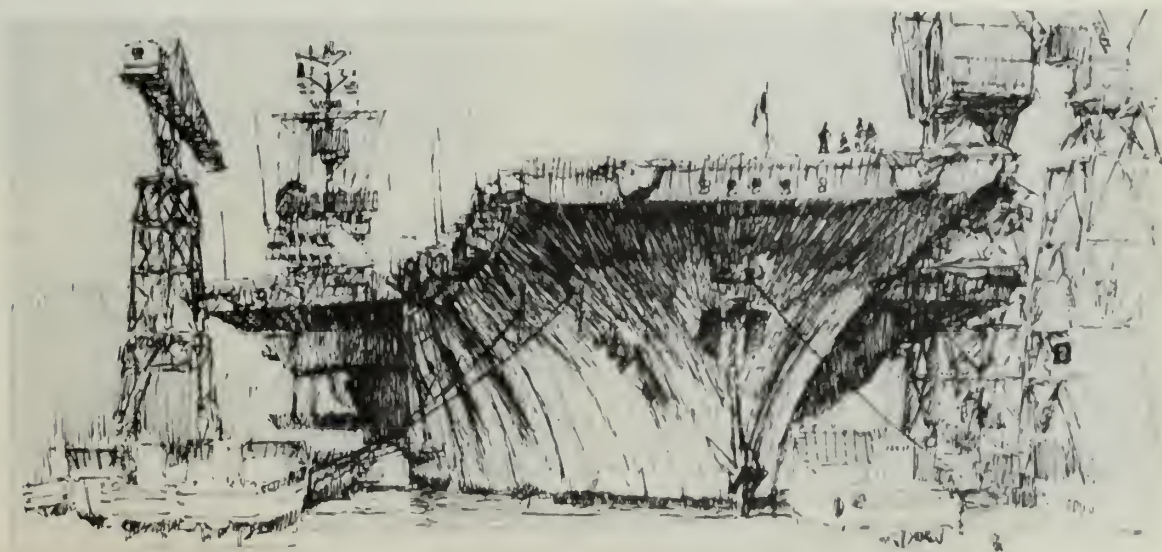
If you have your own car at the overhaul port you may be reimbursed on a mileage basis at the rate of five cents per mile. But again, however, the total round trip must not exceed the cost of government-procured transportation by commercial air.

*But note that when several Navy-men travel in the same car, only the owner or operator will be reimbursed for the trip.*

If you become eligible for a second or third travel entitlement before taking advantage of the first trip, you do not lose any previously-earned travel entitlement. However, all the travel must be used before the ship departs the overhaul site.

Obviously, the bill was designed to help alleviate family separation problems which persist after long deployments when a ship enters a yard other than at the home port. For example, the majority of ships homeported on the West Coast are located in San Diego or Long Beach. However, shipyard facilities are located in Long Beach, San Francisco and Bremerton, and the facilities of commercial shipyards also are often used. This means that many ships must be overhauled away from their home ports.

On the East Coast, shipyards are located at Boston, Philadelphia, Norfolk and Charleston, while the majority of ships are homeported in Newport, Norfolk, Charleston, Mayport and Key West. Often the home ports of ships which do have yard facilities are not able to accommodate them.



With no immediate solution to the problem of over-haul locations, the visit-to-the-homeport-bill is a way that Navymen can receive what amounts to financial assistance to visit their families.

## Tour With Blue Angels No Longer Charged Against Shore Record

Duty with the Navy's Blue Angels flight demonstration team was changed to preferred sea duty (or neutral time) effective 1 Mar 1970.

Before then, a tour with the team's maintenance crew counted as an individual's shore duty tour.

The change was made in consideration of the time each year the team members spend away from their home base at Pensacola. The team travels extensively to flight demonstration sites in the United States and foreign countries, often spending 220 to 250 days a year on the road. This year's schedule, for example,

calls for performances in Canada, Puerto Rico and 26 states, including Hawaii.

The change in duty should be of special interest to Seavey-eligible crewmen who report to the Blues after completing a full sea duty tour, because it now means they will still be in line for a full tour of shore duty after being with the team for two years.

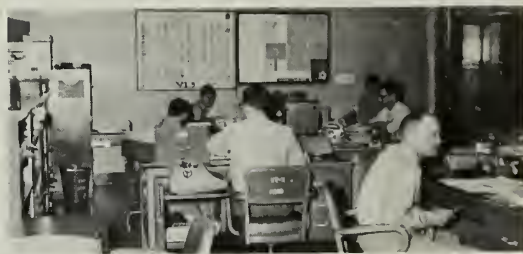
The Blue Angels, who fly the F-4J Phantom, prefer to keep their maintenance crew at full strength through use of high-quality volunteers. At the time the change in duty status was announced, there were seven billets vacant on the 80-man roster — (one each) AO3, AZ2, ASM1, ABH1, ASE2, PH2 and DM2.

The PH and DM billets are with the team's public affairs office. Applicants for the aviation billets should be fully qualified in maintenance of the F-4 and its support systems. Send requests to the Chief of Naval Personnel, via your commanding officer and the Officer in Charge, Blue Angels Flight Demonstration



Last February, ALL HANDS reported on the Navy's effort to improve the personal services provided by Navy men and women in people-oriented ratings, particularly Personnelman. This month, Training Squadron 9 at NAS Meridian, Miss., dis-

## VT9 Reports from the Other Side of the Counter



Counterclackwise from above: The Personnel Office provides service with a willing attitude. (2) A 3rd class PN handles discharges and reenlistments. (3) The Educational Services PN prepares records for advancement. (4) These men of VT 9 are pleased with the service from the Personnel Office. (5) The Assistant Personnel Office Supervisor, right, gives assistance.



Team, CNATRA, Naval Air Station, Pensacola, Fla. 32508, if you meet the qualifications.

### **PN and DS Ratings Now Under BuPers Central Detailing Control**

Personnelmen and Data Systems Technicians have come under the BuPers detailing as of 1 April.

Transfers of all rated and designated PNs and DSs are now controlled directly by rating controllers in the Bureau, rather than by Enlisted Personnel Distribution Offices or Fleet Commanders in Chief.

All PNs and DSs below CPO should have submitted a Duty History and Preference Card (NavPers 1306/34) to their BuPers detailers by now. (Chiefs, senior chiefs and master chiefs, who have been under centralized control since last year, already have cards on file.) After the initial submission, a new card must be submitted four to six months after reporting to a

new duty station, or when duty preferences change.

Navy men in these ratings who want information on transfer matters, such as the availability of billets in a certain location, may write directly to the rating controllers: Chief of Naval Personnel, Pers-B2151 (for PNs) or Pers-B2163 (for DSs), Navy Department, Washington, D. C. 20370.

However, requests for specific transfers or areas must go through the normal channels of command.

At present, sea tours for personnelmen of all grades are 30 months, with shore tours of 48 months for the top three grades; 36 months for PN1s and below.

Tour lengths for DSs are under study. According to rating controllers, sea tours for DS1s and below will probably be about three years; shore tours are expected to be 42 months for DS1, 36 for DS2 and 30 for DS3 and DSSN. Chief, senior chief and master chief data systems technicians can still expect 30 months at sea and 54 ashore.

*cusses some aspects of personal services from the viewpoint of the personnel office staff.*

**N**O ONE IN VT 9 is unhappy with the squadron's personnel office. The office staff of 10 serves 525 enlisted personnel in such matters as leave, identification cards, transfers, advancements, education, pay and allowances, and other matters which pertain to the individual and his record.

In addition to a Personnel Officer, Enlisted Personnel Officer and Educational Services Officer, the staff has a group of savvy, trained PNs who know their jobs and do them well.

Chief Personnelman D. K. Branning, office supervisor, has had a variety of duty aboard large ships and small, plus shore duty which included a tour with EPDOCONUS. He became a PN 15 years ago after serving as a surveyor and a fireman, and believes his most challenging assignment was with the Service Schools Command, Bainbridge, Md., because of the chance to see results of his work.

Chief Branning enjoys being a personnelman, but feels that men in other ratings should attempt to become more familiar with their personnel offices so they will know where to find the correct information. The chief's advice: "Consult the personnel office, not some sea lawyer who may mean well but does not always give correct answers."

**P**ERSONNELMAN 1st Class Bob Mullen, assistant office supervisor, has been in the business for eight years. Bob first was a signalman striker, but changed to PN while on board *uss Agerholm* (DD 826). He also has served on board *uss Wright* (CC 2) and *uss Aludra* (AF 55), and among other assignments has seen duty in Vietnam.

Bob believes the services performed by PNs in

general would improve if there was a Personnel Administration Class "C" school for senior petty officers who have never attended a service school. However, he also believes that the quality of service by PNs is improving because of an increasing number of college graduates in the PN field.

Personnelman 2nd Class Bob Van Iderstine of educational services spends much of his time answering questions. "A lot of men have honest questions, and it would make my job easier in the long run if they would come to Personnel to get the answers, rather than going to someone in their shop who may pass along bum information."

Personnelman 3rd Class Al Weseman, who handles discharge and reenlistment matters, finds it satisfying to help others. He enjoys his work but sometimes gets frustrated, and wonders: "When we answer a question and can back it up with instructions, why can't the man accept our answer?"

Personnelman 3rd Class George Sprague, the BAQ, ID card and leave PN, enjoys the work for one simple reason: He likes to work with people.

Personnelman 1st Class Joe Barr, transfer and receipt supervisor, started in the Navy as a disbursing clerk, but changed to PN with no regrets. Joe is happy with his job and believes he works with good people.

In summary, inquiries throughout VT 9 established these points:

- The men in the personnel office are qualified, efficient and enjoy their work.
- The PNs never hesitate to answer questions or otherwise cooperate with men in the squadron.
- They handle their jobs on a personal, man-to-man basis, and truly are people-oriented.

—Story by YN2 B. Hagler  
—Photos by PH3 J. H. Eberle, Jr.

## Ocean Systems Technician: New Rating Combines Certain ST and ET Skills

A new general rating has been established: Ocean Systems Technician (OT).

Effective 1 Sep 1970, OT will be added to the rating list for petty officer 3rd class through master chief petty officer.

As announced in BuPers Notice 1440 of 10 Mar 1970, sonar technicians now coded with NEC ST-0411/0000 will be automatically considered for conversion to OT. STs with NEC 0411/04XX and electronics technicians coded ET-1565 may request conversion to the new rating before 1 Jul 1970. Requests for conversion from other ratings or NECs are not desired.

The normal path of advancement for OTs will be to 766X or 714X warrant officer (electronics technician or operations technician), and to LDO 640X or 601X (electronics or operations).

Addition of OT to the proficiency pay eligibility list has been recommended to the Secretary of Defense.

The design for the OT rating badge has not yet been selected.

## New and Revised Correspondence Courses Now Available from Center

Three new correspondence courses and five previous courses with major revisions now are available from the Correspondence Course Center, Scotia, N.Y. 12302.

One of the three new courses, *Mathematics, Part II*, NavPers 10449, is available to both officers and enlisted men. The other two are enlisted courses, *Fire Control Technician G 3 & 2, Part II*, NavPers 91348, and *Fire Control Technician M 3 & 2*, NavPers 91342.

Courses with major revisions are:

- *OCC Marine Navigation, Course I*, NavPers 10921-A (supersedes NavPers 10921-4).
- *OCC Marine Navigation, Course II*, NavPers 10945-A (supersedes NavPers 10945-3).
- *OCC Practical Problems in Marine Navigation*, NavPers 10737-A (supersedes NavPers 10737-3).
- *ECC Disbursing Clerk 3 & 2*, NavPers 91436-4 (supersedes NavPers 91436-3C).
- *ECC Journalist 3 & 2*, NavPers 91452-2 (supersedes NavPers 91452-1B).

Courses available after minor revision include *OCC ASW Operations*, NavPers 10406-B1, and *OCC Engineering Administration*, NavPers 10992-A2.

Enlisted courses which have undergone minor revisions are:

- *Postal Clerk 1 & C*, NavPers 91460-1A.
- *Lithographer 3 & 2*, NavPers 91471-1B.
- *Aviation Boatswain's Mate 3 & 2*, NavPers 91636-1D.
- *Aviation Storekeeper 1 & C*, NavPers 91675-1C.
- *Aviation Antisubmarine Warfare Technician 1 & C*, NavPers 91697-A.

• *Gunner's Mate Technician 1 & C*, NavPers 91378-B.

• *Blueprint Reading and Sketching*, NavPers 91223-3A.

• *Electrician's Mate 1 & C*, NavPers 91526-1D.

• *Quartermaster 3 & 2*, NavPers 91286-2C.

• *Quartermaster 1 & C*, NavPers 91253-E.

• *Introduction to Sonar*, NavPers 91258-C.

• *Molder 1 & C*, NavPers 91556-1B.

• *Yeoman 1 & C*, NavPers 91416-3C.

## It's That Time of Year Again—All-Navy Cartoon Contest Is Now Underway

We're looking for people who like to draw. The 15th All-Navy Comic Cartoon Contest is underway.

All active-duty Navymen and their dependents are eligible to enter. The only other qualifications are a funny idea and the urge to put it on paper.

Briefly, here are the rules as given in BuPers Note 1700 of 1 Apr 1970:

Entries must be comic (gag or situation) cartoons with a Navy theme or background, suitable for general use, and in good taste.

They must be drawn in black ink on 8x10½ white paper or illustration board. On the back of each entry, securely attached, will be the following information:

1. The entrant's full name.
2. Rate or grade.
3. Service or file number.
4. Duty station.



5. Name of hometown and hometown newspapers.
6. Entrant's command recreation fund administrator.
7. A brief statement certifying that the cartoon is original.

8. This statement, signed by the entrant: "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." Signed \_\_\_\_\_.

9. The notation "Forwarded," signed by the entrant's commanding officer or designated representative.

Dependents who enter the contest should include the above information, as appropriate, plus the statement: "I am dependent of \_\_\_\_\_, rate/grade, etc."

All entries should reach the judges by 1 Jul 1970. Your CO will forward them to Chief of Naval Person-



nel (Attn: Pers-G11), Navy Department, Washington, D. C. 20370. Entries cannot be returned.

Winning cartoons will be published in **ALL HANDS**.

If you need inspiration, take a look at last year's winners in **ALL HANDS**, October 1969, pages 25-27.

Then sharpen your wit, dust off your drawing board and send in those funnies. There's no limit on the number—the more the merrier.

### **Latest Change to Uniform Regulations Permits Coveralls for Wear on the Job**

*Uniform Regulations* have been changed to allow you to wear all authorized ribbons for which no medals have been struck on the right breast of your Full Dress uniform.

These ribbons include the Combat Action Ribbon, Presidential Unit Citation, Navy Unit Commendation, Meritorious Unit Commendation and foreign unit awards.

Other changes to the uniform approved recently by the Chief of Naval Operations are:

- Standardization of olive green, polyester/cotton swim trunks by all the armed services.
- Khaki leggings no longer are carried on the list of authorized uniform items and are therefore no longer required for training at Officer Candidate School or at the naval training centers.
- Scheduled seabag inspections now are required only for nonrated personnel.

- The blue rain cap cover has been deleted from the minimum outfit for NROTC midshipmen and now is in the optional category.

- The tropical khaki shirt has been authorized as an organizational issue item to NROTC midshipmen for summer training at sea.

Finally, as a result of a recommendation submitted by the Career Motivation Conference (1969), Navy-men will be provided with "organizational" clothing — such as coveralls — when engaged in work which might unduly soil the uniform. This has been authorized by *NavSup Manual* in the past, but many were not aware of this provision. As these coveralls must be purchased by the command from already austere operating funds, they will probably have to be phased in by many commands.

These changes were announced in BuPers Notice 1020 of 28 Feb 1970.

### **List of New Motion Pictures Currently Available to Ships and Overseas Bases**

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Sweet Charity* (WS) (C): Musical; Shirley MacLaine, John McMartin.

*Tell Them Willie Boy is Here* (WS) (C): Western; Robert Redford, Katharine Ross.

*The Battle of Britain* (WS) (C): Action Adventure; Harry Andrews, Michael Caine.

*Change of Habit* (C): Comedy Drama; Elvis Presley, Mary Tyler Moore.

*Che!* (WS) (C): Drama; Omar Sharif, Jack Palance.

*Justine* (WS) (C): Drama; Anouk Aimee, Dirk Bogarde.

*Gaily, Gaily* (C): Comedy; Beau Bridges, Melina Mercouri.

*Journey to the Far Side of the Sun* (C): Science Fiction; Roy Thinnes, Ian Hendry.

*Rome Adventure* (C): Drama; Troy Donahue, Angie Dickinson.

*The Man Who Shot Liberty Valance*: Western; James Stewart, John Wayne.

*The Devil at Four O'Clock*: Drama; Spencer Tracy, Frank Sinatra.

*Lonely are the Brave*: Western; Kirk Douglas, Walter Matthau.

*Jessica* (WS) (C): Comedy Drama; Angie Dickinson, Maurice Chevalier.

*Four for Texas* (C): Drama; Dean Martin, Frank Sinatra.

*Judgment at Nuremberg*: Drama; Spencer Tracy, Judy Garland.

*That Touch of Mink* (C): Comedy; Cary Grant, Doris Day.

### **Distribution of New Uniform Regulations In Loose-Leaf Design Is Now Underway**

By now your ship or station should have received the new edition of *U. S. Navy Uniform Regulations*, 1969 (NavPers 15665A). This publication replaces the 1959 edition and includes the changes incorpor-

COMSERVPAC sailors symbolize the role performed by logistic "ships of the train" in supplying Navy ships of the line.



ated up until the time of publication. Distribution began in March.

The new *Regs* is designed for a loose-leaf cover so that changes can be more readily made. Other new features are a "Concept to Fit Guide" which is included as Appendix A and provides guidance to commanding officers, individuals and tailors. Also included are charts showing the makeup of various complete uniforms and a chart showing equivalent uniforms of other services.

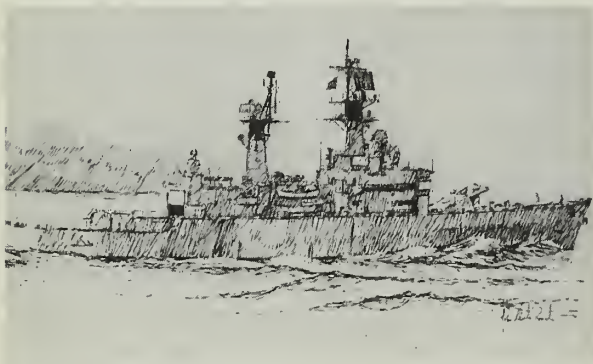
Recipients of the new publication should retain BuPers Notices in the 1020 series, dated subsequent to June 1969, as supplements to the new regulations until Change 1 is received.

## Revised Rotation Procedures Set for Hospital Corpsmen in Vietnam Theater

**N**OW THAT American forces in Vietnam are being reduced, rotation procedures for hospital corpsmen are being returned to something closer to normal.

BuPers Notice 1306 of 21 Feb 1970 announced several new transfer policies for corpsmen, including increased shore tours for all HMs up through chief. Here are some of the major changes:

- Shipboard independent duty HMs will complete



a full tour aboard ship, then will be assigned ashore under Seavey.

- Shore tours for HMCs have been extended to 30 months; senior and master chiefs' shore tours remain at 48 months. (The top three grades are now being detailed centrally by BuPers, as are chiefs in all ratings.)

- All other male corpsmen (HM1 and below) will be transferred under the usual Seavey-Shorvey rules — with some exceptions in their favor.

HM2s, HM3s and HNs are only required to have 14 months' obligated service to be eligible for transfer ashore, rather than the usual 24.

Corpsmen completing Vietnam tours will be assigned as if they had completed a full sea tour.

- Shore tours for corpsmen reporting ashore under Seavey A-70 and later segments will be 30 months for HM1s and HM2s, and 24 months for HM3s and hospitalmen. For HM1s now serving ashore who were

transferred under earlier Seavey segments, the tour has been increased to 24 months; tours for lower-rated corpsmen now on shore duty, however, are unchanged.

**A**ND THERE'S ONE paragraph that is very unusual for a directive — but appropriate for this one:

"In announcing this change in assignment policy the Chief of Naval Personnel takes great pleasure in expressing the Navy's, as well as the nation's, appreciation to all hospital corpsmen for their exceptional performance of duty. The Hospital Corps has readily accepted the accelerated rotation necessitated by Vietnam and, as usual, has responded immediately and enthusiastically to meet the critical needs of our Navy/Marine Corps forces. From the hospital corpsmen in the field with the Marines, to the corpsmen in our Fleet units, to those in our Naval Hospitals, all have been working with one common purpose — to save lives. A much deserved 'well done' goes out to all."

Other policies of interest in the notice include these:

Some corpsmen in critical NECs for which there are few sea billets might remain on shore duty for longer periods, and might not always be assigned to a fleet billet between shore duty and Vietnam tours. However, direct shore-to-Vietnam rotation will not be made unless there are no fleet corpsmen available for Vietnam duty.

Class "A" Basic Hospital Corps School graduates will usually be assigned for 12-month training tours to medical facilities with inpatient care capabilities. After that year, they will usually go to the fleet or to Southeast Asia.

HMs completing two deployments with a mobile construction battalion will be reassigned as if they had finished an unaccompanied 12-month Vietnam tour, as provided for in BuPers Notice 1306 of 24 Nov 1969.

**N**ORMALLY, CORPSMEN completing a shore duty tour will be assigned to a split tour of sea duty — 15 months at sea, then a year in Vietnam.





However, some HMs will be sent to overseas shore duty (counting as sea duty) or toured sea duty after their 15 months with the Fleet. After the overseas or toured sea assignment, they will usually go to Vietnam.

Corpsmen will not be assigned involuntarily to two consecutive unaccompanied overseas tours, unless they chose to serve the first tour. They will not be transferred to an unaccompanied assignment within three months of their return from a deployment of four or more months.

Under normal circumstances, HMs on overseas duty will receive the tours prescribed by BuPers Inst 1300.26 series (except for corpsmen with the Marines). In some cases, the Navy may need to transfer some HMs before their usual TCDs.

However, men who are accompanied by their dependents won't be reassigned before they have completed two years at the overseas activity, or a year with their families, whichever comes later. And men selected for early reassignment will be notified at least six months before the transfer.

Corpsmen finishing up Southeast Asia tours should remember to make their duty preferences by naval districts, because the great number of men completing Vietnam tours makes assignment to a specific duty station impossible in many cases.

Vietnam returnees will be given priority consideration for assignment to Class "B" and "C" schools if qualified.

### **Five-Month Early Out If You Want a Job With District of Columbia Police**

Interested in police work? If you're scheduled to leave the Navy on or before 27 November this year, you may be eligible for a five-month early out to join the District of Columbia Police Department.

The Navy and the other services are now carrying on a worldwide recruiting program for D. C. police, in an attempt to add 1200 new policemen to the force between now and 30 June.

President Nixon set a high priority for improving District law enforcement in his State of the Union message. He said: "We should make Washington, D. C., where we, the federal government, have the primary responsibility, an example to the nation and to the world of respect for law rather than lawlessness."

The 150-day early release is available only to men joining the D. C. Police Department during the present recruitment drive, which ends 30 June. Men joining police forces in other cities are allowed early outs up to 90 days.

BuPers Notice 1510 of 4 Feb 1970 gives the specifics on the D. C. police recruitment program. Briefly, here are the rules:

Naval personnel between the ages of 20 and 29 whose expiration of active obligated service falls between now and 27 Nov 1970 may apply.

The application process includes preliminary screening by the man's commanding officer, adminis-

tration of a Civil Service exam, a separation-type physical examination, completion of a Personal History Statement, a records check, fingerprinting, and recommendation by the CO.

If an applicant successfully completes all these steps, his application will be sent to the D. C. Police Department for the final decision on his acceptability. If he is accepted, he may be released from the service up to five months early.

This special short-term recruitment program for the D. C. police differs from existing police recruitment efforts in several ways besides the earlier release.

In other programs, police departments themselves did the recruiting on base. For this program the Navy has accepted the responsibility for recruitment.

Men in overseas commands are eligible for the D. C. police program. In earlier police recruiting efforts, men overseas could not receive early outs to join a police department.

The D. C. police force has changed its established procedures to allow commanding officers to screen applicants, and to accept military physical exams.

Lots of people talk about law and order. If you want to do something about it, check out the D. C. police program.

### **Separation Procedure—What You Should Know to Make It as Smooth as Possible**

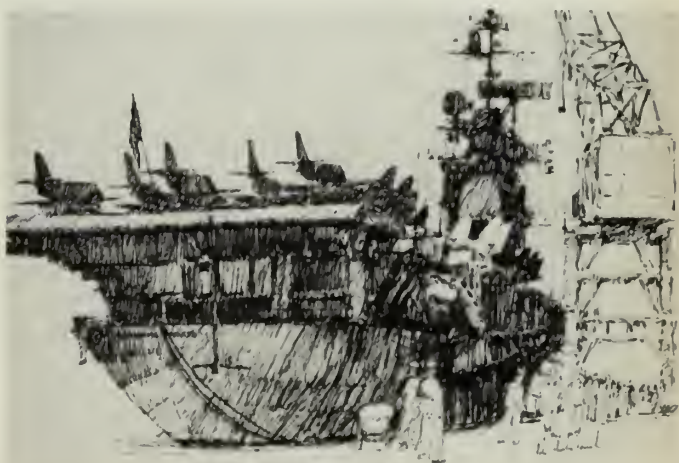
Unless you reenlist, your separation from the Navy no doubt will be a one-time affair. Therefore, you'll want it to go as smoothly as possible.

You can help if you know what is expected of you and what the command does to help you receive your separation papers. Actually, the separation routine is uncomplicated:

For instance, if you happen to be overseas, your command may transfer you to a separation activity in the contiguous 48 states near your home of record, if you wish, instead of transferring you to a coastal separation activity.

However, any additional travel time involved in

JO2 John C. Roach, USN



## bulletin board

such a transfer must be charged as leave, and any additional cost over what it would be to the separating activity nearest the port of debarkation, and thence to your home of record or place of selection, must be borne by you. To clarify your entitlements under such conditions, refer to *BuPers Manual*, 3810260, in your Personnel Office.

To save time at a separation activity, you should undergo a pre-separation physical examination at your command, provided, of course, it has the medical facilities on board. If not, then you should be examined at an activity in the immediate vicinity which has medical facilities available.

By having your physical examination complete when you arrive at a separation activity, not only will you save time, but more than likely you'll avoid standing in another line.

The physical, including the examination required upon transfer to the Fleet Reserve, may be conducted up to three months before your expected date of separation. However, the serological (VDRL) and Tuberculin skin (PPD) tests must be given within 30 days of separation. Chest X-rays conducted within six months of your separation are acceptable for a separation physical.

Your service record must be verified before you are transferred for separation. Particularly important, ensure that on page 13, there is a notation of your eligibility to reenlist, whether or not you intend to do so. Your leave record (page 8) should be checked, and your performance record (page 9) examined for accuracy.

With regard to your performance record, certain changes to regulations are in effect which will be incorporated in a forthcoming change to *BuPers Manual*. Briefly, the change requires that, before transferring you for separation, your command compute and enter on page 9 the final average of all marks assigned to you during your enlistment or period of active duty only if you have one or more marks below 3.0.

The over-all average of the five traits (Professional Performance, Military Behavior, Leadership and Supervisory Ability, Military Appearance, and Adaptability) will be noted on those persons having one or more marks below 3.0. If you have no marks below 3.0, the verifying officer will include a statement of certification in place of an over-all average notation. You should ensure this statement is entered on page 9.

In the event you have been working with classified material or have had access to such, before you leave your command for the separation activity, you must undergo a debriefing and fill out a Security Termination Statement (OpNav Form 55-14). This is required by Article 0306 of the *Security Manual*, and in its own way protects you as well as the Navy.

While on the subject, your security clearance documents should be left in "open" service records whenever you are being transferred from one duty station to another, and also when being released from active

duty for inactive duty in the Naval Reserve. Should you decide to reenlist, such documents will be transferred immediately to your new service record (this change supersedes the instructions on page 6 of the *Separation and Reenlistment Guide* (NavPers 15877)).

Clearing your pay record is of primary importance, and is something that you should be fully aware of. Be certain that outstanding travel advances and pay record vouchers are entered by the disbursing officer, and that station credits, such as sea pay, proficiency pay, hostile fire pay, etc., are stopped. Proper verification can expedite your separation processing.

Commands will notify the appropriate authorities upon your separation if you have dependents receiving civilian health care that is subsidized by public funds. Along these same lines, you should become familiar with the Health Care Insurance Coverage available through the two participating companies. Your command will see to it that you are offered an opportunity to enroll in the plan of your choice, if you so wish.

One of the last items you'll receive in uniform will be the pamphlet "Once a Veteran" (NavPers 15855F). And, if at all possible, you will be counseled by a representative of the Veterans Administration who will inform you of your VA entitlements. The larger separating commands make arrangements for counselors to hold group discussions on VA rights and benefits with personnel being separated.

### Civilian Employment Help Offered By Placement Annual and GRAD

By now, each ship and station personnel office and each major Navy library should have a copy of the 1970 *College Placement Annual*, which contains the names, addresses and employment needs of more than 2000 corporation and government agencies.

The directory and the Graduate Resume Accumulation and Distribution System (GRAD) were the joint subjects of BuPers Notice 1740 (19 Nov 1969). The notice may be of interest to you if you're a college graduate who wants civilian employment assistance after discharge, retirement or transfer to the Fleet Reserve. Here's a summary:

- **College Placement Annual.** This directory is made available by the College Placement Council and a revised edition is distributed each year to all ships and stations. It contains an alphabetical listing of the names, addresses and employment needs of 2000 corporate and governmental employers, plus a cross-indexed listing of employers by occupation and location. The directory also contains timely articles written to assist the jobseeker in his pursuit of a career.

- **College Placement Council and GRAD.** The CPC sponsors a placement service for college alumni under the GRAD system. The latter is a computerized program which links college placement offices from coast to coast with employers in business, education, industry and government.

To the Navyman this means that if you are about



to be separated, GRAD can put your qualifications before a wide range of employers. A bachelor's degree from an accredited four-year college or university in the United States is the only qualification you need to participate. There is no cost to you.

Commands may request copies of a GRAD system brochure from the Chief of Naval Personnel (Pers-G224). The brochure describes the system and con-

tains an order blank for the GRAD system resume pack for use by participating Navymen.

Further details on GRAD are contained in the *College Placement Annual*.

It is noted that GRAD is in no way related to the Civilian Employment Assistance Program coordinated by District Commandants and described in article 6220140 of the *BuPers Manual*.

## More Than 56,000 Navymen Advance Following February Exams

**I**N ALL GRADES up to chief, advancements from the

February examinations were better than those in last August's test cycle. By the time the current group of advancements ends in October, 56,778 Navy men and women will have moved up the ladder to PO3, PO2, PO1, or CPO as a result of the February test.

The total includes USN, USNR, TAR and field advancements. Broken down by grade, the February tests will result in 2417 new chiefs, 6676 PO1s, 18,297 PO2s and 29,388 PO3s.

Nine per cent of those taking the exam for CPO made the hat, as against six per cent from the August test. For PO1, 28 per cent of the candidates were advanced, compared to 18 per cent in the August cycle. Among Navymen taking the PO2 test this time,

59 per cent made it, while only 44 per cent of the candidates had been successful in August.

Sixty-four per cent of the men who took the February test for 3rd class were advanced. The figure for the August exam was 57 per cent, and for the November cycle only 35 per cent.

Barring unexpected force reductions or other unforeseeable circumstances, opportunities should remain about as good in the future as they have been in this cycle.

Listed below are preliminary totals of advancements in each rating and pay grade from PO3 through CPO from the February exams, including TAR and field advancements. These figures may be expected to change slightly in months to come as a few stragglers are advanced.

Number advanced to—					Number advanced to—					Number advanced to—				
Rating	PO3	PO2	PO1	CPO	Rating	PO3	PO2	PO1	CPO	Rating	PO3	PO2	PO1	CPO
ABE	216	50	13	3	CE	100	48	30	2	MN	10	11	8	8
ABF	110	51	8	7	CM	80	52	9	4	MR	362	164	34	13
ABH	599	92	32	4	CS	783	310	35	32	MT	6	74	61	31
AC	173	179	98	41	CT	1299	603	266	180	MU	41	49	33	11
ADJ	1775	692	289	54	CYN	310				OM	19	23	8	2
ADR	272	105	37	14	DC	452	229	64	27	PC	161	86	23	12
AE	1227	541	205	10	DK	125	120	6	11	PH	255	188	13	12
AG	68	117	29	15	DM	61	33	8	2	PM	29	11	4	1
AK	441	192	47	7	DP	270	137	77	44	PN	612	395	88	74
AME	159	170	42	11	DS	17	110	92	5	PR	198	94	14	10
AMH	269	373	184	34	DT	122	89	15	19	PT	26	37	13	3
AMS	944	220	22	19	EA	46	11	7	1	QM	443	275	77	16
AO	645	328	76	18	EM	821	778	249	22	RD	1048	641	127	37
AQ			65	25	EN	607	546	107	34	RM	1119	796	471	90
AQB	171	71			EO	161	71	20	4	SD	371	66	84	34
AQF	291	234			ET			628	219	SF			106	59
AS			104	20	ETN	314	761			SFM	296	169		
ASE	41	41			ETR	213	548			SFP	214	147		
ASH	56	23			FTB	5	36	18	10	SH	577	142	19	14
ASM	66	57			FTG	290	216	77	36	SK	514	413	49	34
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# Letters to the Editor



## Miniature Insignia

SIR: Several years ago a Hollywood production starring John Wayne showed him wearing miniature naval aviator wings with his miniature medals.

We have been unable to verify what the ruling was in the past, nor can we uncover in *Uniform Regs* what's in fashion today.

Specifically, are naval aviators and submariners authorized to wear miniature breast insignia when miniature medals are prescribed?—CHBOSN J. E. S., USN; YNCS(SS) E. J. H., USN.

• *Gentlemen, check your copy of "Uniform Regulations," 1969, Article 0236. There it states that miniature Naval Aviator Insignia and miniature Submarine Insignia — approximately one-half the size of the large breast insignia—will be worn on uniforms for which miniature medals are prescribed. All of which proves once again that John Wayne is infallible.*—ED.

## Retired Pay Checkage

SIR: Under what circumstances, if any, can the retired pay of an enlisted member be withheld?—ENC (SS) J. P. D., USN (Ret.).

• *Retired pay is not normally subject to garnishment, attachment, execution, or other legal process while in the hands of a federal disbursing officer.*

*In certain cases of overpayments made by the Navy to a member or in his behalf, the U. S. Navy Finance Center may recover an indebtedness by checkage against retired pay. But, there is no authority for involuntary checkage to satisfy private claims, debts to other government agencies or judgments of civil courts.*

*However, retired pay is subject to checkage for Internal Revenue Service Notice of Levies for delinquent federal taxes.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*In addition, a retired member should be aware of the restrictions against receiving retired pay in 5 USC 2281-2288, as amended (commonly called the "Hiss Act"). Payment of retired pay may not be made, under the provisions of this law, to a retired member who:*

- *Is convicted by court-martial or federal court of an offense involving the national security of the United States.*

- *Fails or refuses to testify upon grounds of self-incrimination with respect to his service or relationship with a foreign government.*

- *Is guilty of perjury in falsely testifying or concealing any material facts in connection with any of the above-mentioned crimes.*—ED.

## Hashmarks Unlimited

SIR: Would ALL HANDS get a message across for me? I have been asked numerous times if a man is authorized to wear more than seven hashmarks.

The answer, of course, is yes, provided the wearer meets the requirements of Article 1115 of the Navy Uniform Regulations.

And while we're about it, I wish you would also make it clear that Navymen in the first three pay grades aren't authorized to wear gold hashmarks. This is a prerogative reserved for petty officers.—SMCS, D. C. G., USN.

• *As you know, an enlisted man be-*

*comes eligible to wear one hashmark for every four years of active naval service. Nowhere in the regulations is a limit placed on the number which may be worn.*

*To turn red hashmarks into gold, an enlisted man need serve in the Regular Navy or the Naval Reserve for 12 consecutive years and be eligible for successive awards of the Navy Good Conduct Medal. The 12-year eligibility period can begin at any point in a man's career.*

*A man can lose his gold stripes if he is convicted by a court-martial and the conviction becomes final or if he fails to qualify for the Good Conduct Medal. As you say, only petty officers are eligible to wear gold stripes.*—ED.

## Reserve Obligations

SIR: Before I began serving two years' active duty, I was in an active Reserve status for one year and nine months. During this time I spent six weeks going through Reserve boot camp and submarine school, and attended a 20-week accelerated Radioman Class "A" School.

A shipmate has told me that if I went to an accelerated "A" school, then I am not obligated to attend Reserve meetings when I am released from active duty.

True? or False?—RM2 (SS) R. E. E., USNR.

• *False. Unless there was an administrative oversight, you were probably required to sign a Page 13 Agreement which stated that, in return for assignment to class "A" school, you would participate satisfactorily as a member of a drilling unit for two years following active duty, or until expiration of your enlistment, whichever is earlier. Satisfactory participation is interpreted as attending 90 per cent of all scheduled drills and per-*



forming two weeks of active duty for training annually. Failure to meet these requirements might mean a Reservist will be ordered to 45 days of involuntary active duty for training.

This policy applies to Reservists who reported to active duty via class "A" school or, as in your case, were ordered to accelerated "A" school.

Another question frequently asked is whether the mandatory drilling obligation applies in the case of Naval Reservists who have served in Vietnam.

Department of Defense Directive 1215.5 of 25 Aug 1969 provides that enlisted personnel who have served two or more years on active duty, or who have served in a combat zone, will not be required to attend drills, involuntarily.

This policy, however, specifically excludes those who execute the class "A" school agreement.—Ed.

### **Gold Hashmarkers**

SIR: I have noticed with concern that most of the letters you receive about Gold Hashmark clubs ask about the privileges members can get. One such letter was the one from ENS A. A. K. in the January issue, page 60.

As the secretary of our Gold Hashmark club on the ServPac staff, I'm glad that so many fellow members want to know what benefits they can receive from the club.

But I feel that the members of Gold Hashmark clubs should also ask what THEY can do for the command and community. In any such club you have a group of men capable of performing great service.

Our club has most of the benefits mentioned in your January issue—but it also has a list of accomplishments, including such things as:

- Serving as keymen for the Navy Relief drive, which reached 100 per cent participation.
- Planning trips and tours for the local Sea Cadets in the community.
- Making suggestions to the commander for ways to improve morale for the men, in the barracks and in other areas of the command.
- Sending letters of condolence or sympathy to members of the command who have had deaths or illness in their families or other serious problems.

A Gold Hashmark club should be organized for the benefit of the command and the personnel attached—not just for the benefit of the members.—YN1 H. E. Thacker, usn

• That's the kind of spirit we like.

Of course, there's no objection to a club organized strictly for its members' benefit. But we thoroughly approve of the idea of expanding to help others too.

We hope your letter will stimulate similar service programs in other Gold Hashmark clubs. In the meantime, keep up the good work.—Ed.

### **Early Out?**

SIR: The current early out program is receiving plenty of discussion, but I, for one, do not fully understand it.

I served two Vietnam tours. The first amounted to some 10 months on board an LST. The second was a one-year tour which consisted alternately of duty ashore in the Mekong Delta and boat runs with the Mobile Riverine Force.

I was transferred from Vietnam to

my present shipboard duty last July, and my enlistment expires in September 1970.

Since I have had 22 months of Vietnam service, will I be eligible for early release?—EN2 D. S.

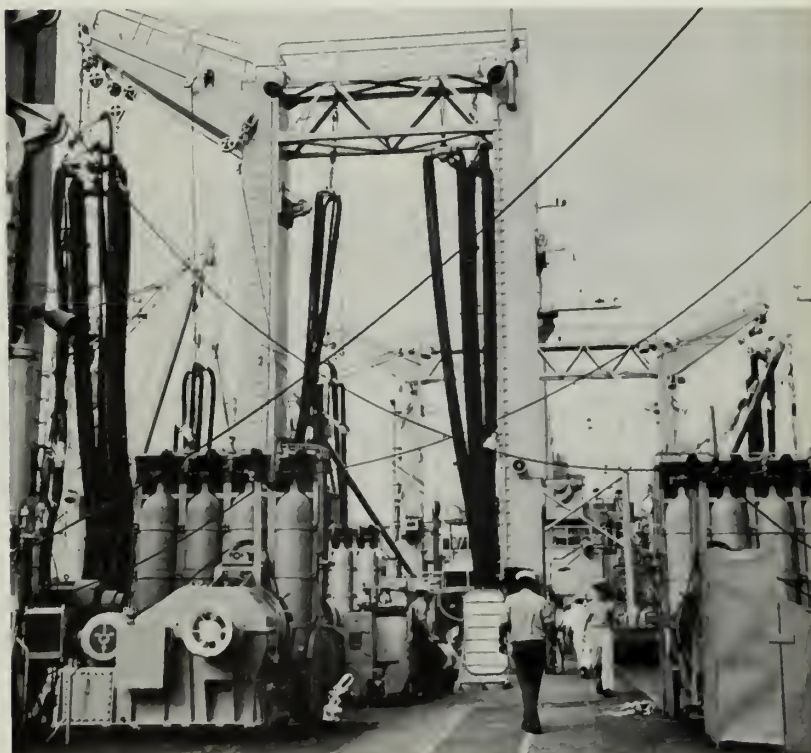
• No, because like any other early release program, the lines must be drawn somewhere, and your case is outside these lines.

The current 365-day early out program applies only to enlisted men who now serve in Vietnam on tours which will be completed between 1 Sep 1969 and 1 Jul 1970. It does not apply to Seabees, hospitalmen with certain NEC skills, and anyone (such as you) who rotated from Vietnam before 1 Sep 1969.

Those eligible for early release may be separated up to one year before expiration of enlistment (or enlistment as extended).

The six months' early release for Vietnam veterans will continue after 1 Jul 1970 for those members within 180 days of their EOS at completion of their Vietnam tours.—Ed.

What's this? It looks like a complex shipyard installation, but it's actually on AO, a modern Navy oiler on the job for out of sea, always prepared to keep the fleet on the move.





Seven ships of "The Big Eight"—the Armored Cruiser Squadron, Pacific Fleet.

### A Most Impressive Sight

SIR: In his letter published in *ALL HANDS*, November 1969, pp. 60-61, MMC W. J. Swaney says of the pre-WW I armored cruisers: "The big ships were an impressive sight when they were cruising together."

He is correct. To prove it, I am enclosing a picture of seven of the "Big Eight"—the Armored Cruiser Squadron, Pacific Fleet. It was made between 1906 and 1910, while I was serving on the staff of Admiral Uriel

These two crewmen in baseball uniforms were assigned to the Number 7 six-inch gun on board USS *Tennessee*.



Sebree, Commander in Chief, Pacific Fleet.

His flagship, USS *Tennessee*, is not shown. In order of formation, the ships in the picture are *Washington*, *California*, *South Dakota*, *West Virginia*, *Pennsylvania*, *Maryland* and *Colorado*. ADM Sebree was in command of the first four ships, the 1st Division; Admiral Barry commanded the other four, the 2nd Division, with his flag on board *West Virginia*.

The ships looked spick-and-span, with white sides and spar-colored (yellow) superstructures. The bright-work was shined and the decks hollystoned.

In the picture, they are steaming about 500 yards apart. The exact spacing was made possible by the "stadimeter" measurements invented by Captain (later admiral) Fiske, captain of *Tennessee*.

The ships are moving at their most economical speed—12 knots. The fuel is black coal. You may notice the speed cones at the yardarm. The ships did not have patent anchors yet.

All three officers on ADM Sebree's staff later became admirals: his chief of staff, Captain Benson; flag lieutenant, LT Claude C. Bloch; and flag aide, ENS R. S. Holmes.

The enlisted complement of the staff included a chief signal quartermaster; four 3rd class signal quartermasters (I was one) with three signal boys under each PO; a chief yeoman,

a cook, a steward and a mess boy.

I served on board *Tennessee* from October 1906 until February 1910, then two weeks on board *California*. The admiral transferred his flag to *California* in Honolulu, and my enlistment expired at sea en route Honolulu to San Francisco.

Ironically, both ships I served on met with disaster later: *Tennessee* (later renamed *Memphis*) wrecked by a tidal wave, and *California* (later *San Diego*) sunk in WW I.

The two men in baseball uniforms are Gunner's Mate 2nd Class Walling and me. We were assigned to Number 7 6-inch gun. The picture was taken in 1906, when I was 17 years old.—LTJG Louis F. Calabres, USN (Ret.)

• Thank you, sir, for sharing your memories and pictures of the Armored Cruiser Squadron. The ships were impressive indeed.

Readers may notice that you list only eight armored cruisers, while the November *ALL HANDS* named 10. The other two, North Carolina and Montana, were commissioned in 1908 and operated in the Atlantic, Caribbean and Mediterranean.

We think the Fleet will enjoy your story and pictures. Thanks again.—Ed.

### Fresh Water Man of War

SIR: In your October story "The Certified Sailor", you requested information on Navy certificates that had not been mentioned.

You had a certificate concerning the 1959 Operation Inland Seas cruise to the Great Lakes via the St. Lawrence Seaway but I was issued another for that trip by Commander Amphibious Force, U. S. Atlantic Fleet. It certified that I was a "Fresh Water Man-of-War's Man" and reads as follows:

"Know all men by these presents, greetings. That (name), a deep-water sailor, who while attached to and serving on board United States Ship *Suffolk County* (LST 1173), did, during the period of 13 June to 31 Jul 1959 while engaged in Operation Inland Seas, enter into the bodies of fresh water, lying between Canada and the United States of America known as the Great Lakes via the St. Lawrence Seaway and in the highest traditions of the United States Naval



Service, follow in the footsteps of such naval men as McDonough, Perry, and Lawrence, and as reward for such unique service shall be recognized by all seafaring men, polliwogs, boots, mermaids, and other denizens of the deep as a fully qualified Fresh Water Man-of-War's Man and is to be afforded all courtesies and privileges commensurate with this esteemed and honorable title. He is one of the first of his breed of marine life to be so qualified since 1812, a period of 147 years."

Incidentally, your article mentioned that unofficial certificates are not stocked by the Navy. Either the statement is incorrect or the Shellback certificate is official for the Navy Stock List of Forms and Publications assigned it Stock Number 0506-012-0000.

—P. W. L., SK1, USN.

• Thanks for your information on the Neptune Certificate. It is indeed stocked and has been since World War II. Thanks also for the addition to our collection of certificates.

There may have been other certificates we missed and we still solicit additions from the Fleet.—Ed.

### Temporary Advancements

SIR: The BuPers Manual, Article 2230140.2, says: "When authorized by the Chief of Naval Personnel, temporary advancements to a higher pay grade may be effected in order to fulfill immediate personnel requirements."

### New White Trousers

SIR: Are the new white trousers for enlisted personnel, as described in BuPers Notice 1020 of 22 Nov 1969, going to be the same as the present CPO-officer type?—SF1 S. D. P.

• No. The white trouser specifications will be revised to include side and back pockets.

For the benefit of those readers who may be unfamiliar with the Notice in question, the first paragraph of enclosure (2) of the Notice reads: The Chief of Naval Operations has recently approved side pockets, back pockets and a zipper-fly front for the conventional white trousers now worn by enlisted personnel below chief petty officer.

These trousers are to be phased in as old stocks are used up.—Ed.

I recall that there used to be temporary advancements to CPO, which were discontinued some time ago, but I've never heard of anyone else being temporarily advanced.

Can you explain this article? Under what circumstances does the Chief of Naval Personnel consider "fulfilling immediate personnel requirements" before a man could be advanced to a higher grade?

I've asked several PN1s about it. They all said this was the first time

they had ever heard of such a provision except for CPOs.—PN2 M. D., Jr.

• The advancement people in the Bureau inform us that the article you quote has nothing to do with the old acting appointments to CPO, which were discontinued in 1965.

Temporary appointments, as provided for in the article, are not being made now, and aren't expected to be made in the foreseeable future. The article simply gives the authority to make such advancements if the Chief of Naval Personnel ever thinks they are necessary.

Two possible circumstances in which temporary advancements might be necessary are a shortage of eligible men to meet current petty officer requirements, or a short-term rise in the PO requirements.

In either case, temporary advancements might be used to fill the need for POs by allowing a man to increase his experience by working at a higher grade, or by using him to fill a higher slot in a short-term build-up of strength.

Anyone who received such a temporary advancement could, of course, be reverted to his old grade if Navy strength were drastically cut later. Such reversions would prevent an advancement "hump," which would stagnate advancement in the lower grades.

The system is provided for if it's ever needed, but it isn't expected to be used any time soon.—Ed.

Some of the crewmen of AirLant, with their carrier in the background, enjoy the view at the beaches in Nassau.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magozine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Manila Bay** (CVE 61)—Crewmembers who served on board during the period 1943–1946 are invited to contact Arnold Lind, 2002 D 24th St., Los Alamos, N. M. 87544, for details on a reunion to be held in August 1970.

• **uss Concord** (CL 10) — The annual reunion will be held 23 to 26 July in Baton Rouge, La. William C. Webster, Box 53074, Baton Rouge, La. 70805, has the details.

• **35th Seabee Association**—The 25th annual reunion will be held 5 to 7 September in Providence, R. I. For information contact Phil Silver, 924 Stratford Court, Westbury, Long Island, N. Y. 11590.

• **uss Yorktown** (CVS 10)—Former crewmembers are invited to a reunion which coincides with Yorktown's decommissioning at Boston 25 to 27 June. Contact E. H. Murphy, 15 Lambert Ave., Stoughton, Mass. 02072, for details.

• **302nd Seabee Battalion**—The 23rd reunion will be held 17 to 19 July at the Town and Country Motel, Warren, Ohio. For information contact H. W. Price, Jr., 135 W. Third St., Lewistown, Pa. 17044.

• **uss California** (BB 44)—The Holiday Inn at Sarasota, Fla., will be the site of the seventh reunion to be held 7 to 9 July. Details may be obtained from Harold Bean, 220 E. Pearl St., Staunton, Ill. 62088.

• **Rice Paddy Navy** — The 25th anniversary and 16th annual reunion and convention of the Sino-American Cooperative Organization, also known as the Naval China Group, Chungking, and Rice Paddy Navy, will be held 17 through 19 July at the Marriott Twin Bridges Motel, Washington, D. C. For information contact

CDR Alexander Hays, 321 Grant St., Sewickley, Pa. 15143.

• **uss Gosselin** (APD 126) — Former crewmembers who served on board from November 1944 through February 1946 are invited to contact John S. Stetz, 320 Third St., Downers Grove, Ill. 60515, for details regarding a reunion in St. Louis 2 through 4 July.

• **uss Northampton** (CA 26) — The third annual reunion will be held in San Diego 30 July through 1 August for men who served on board during the period 1930 to 1942. S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301, has the details.

• **American Battleship Association**—All former battleship officers and enlisted men are invited to the reunion at the Ascot House in Chicago 27 through 30 August. Details may be obtained from the American Battleship Assoc., P. O. Box 11247, San Diego, Calif. 92111.

• **uss Idaho** (BB 42)—Anyone who served on board *Idaho* is invited to the reunion to be held at the Hacienda Hotel in Las Vegas 20 - 23 August. For information write to David C. Graham, *uss Idaho* Assoc., P. O. Box 11247, San Diego, Calif. 92111.

• **uss Wadsworth** (DD 516)—The reunion for crewmembers will be held 12 - 16 August at Lake Ozark, Mo. Logan Webb, P. O. Box 532, Rockford, Ill. 61105, has the details.

• **uss Bennett** (DD 473)—A "family vacation" style reunion will be held in Boston 6 - 9 August. Inquiries should be directed to Frank J. Hanratty, 41 Highland St., Auburn, Mass. 01501.

• **56th Naval Construction Battalion**—A reunion will be held in Chicago 3 - 7 September. For information contact J. M. O'Connor, Michigan Terrace, Apt. 3104, 535 No. Michigan Ave., Chicago, Ill. 60611.

• **uss Archerfish** (SS 311)—Former crewmembers should contact

Henry Zych, 3131 So. Nevada St., Milwaukee, Wis. 53207, for details regarding a reunion in Milwaukee 24 - 26 July.

• **uss Bunker Hill** (CV 17)—The annual reunion will be held at the El Cortez Hotel in San Diego 26 - 29 June. Former crewmembers may obtain information from Robert Cox, 6550 Ponto Drive, Space #64, Carlsbad, Calif. 92008.

• **Seabee Veterans of America**—The 24th annual convention and reunion will be held at the Commodore Perry Motor Inn, Toledo, 13 - 16 August. Donald E. Laubenz, 298 Mettler St., Toledo, Ohio 43608, has the details.

• **JICPOA - FRUPAC**—Members (you know who you are) may contact LT Frank D. Corbett, USNR (Ret), 3531 Winding Creek Rd., Sacramento, Calif. 95825, for information regarding a reunion in Honolulu 2 - 7 November.

• **uss Nicholas** (DD 449) — World War II crewmembers will hold a reunion in Madison, Wis., 5 - 8 August. Contact W. H. Gabelman, 1133 Risser Rd., Madison, Wis. 53705, for details.

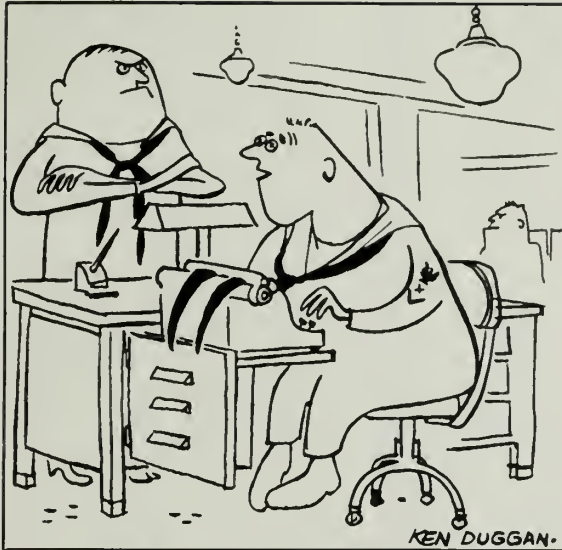
• **70th Battalion Seabees**—Former members, including those of the 1005 and 1006 Seabee detachments of World War II, are invited to a reunion to be held at the Hotel Paramount, Parkville, N. Y., on 19 September. J. Goempel, 107 Haywood St., East Liverpool, Ohio 43920, has full information.

• **uss Pollux** (AKS 4)—Crewmembers during the period 1965 - 1969 who are interested in a reunion should contact S. L. Kunger, 15349 SE 306th, Kent, Wash. 98031 or D. E. Brisco, 4049 W. Imperial Hwy., Inglewood, Calif. 90304.

• **uss MacLeish** (DD 220/AG 87)—Crewmembers of the period 1920 - 1946 may write to Francis P. Cameron, 55 Suffield St., Windsor Locks, Conn. 06096, for information regarding a proposed reunion.

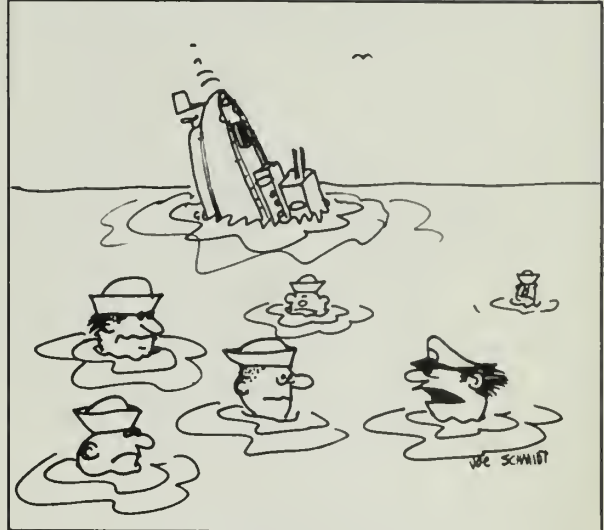


Ken Duggan



"What makes you think I've been paying more attention to that new Wave than my work?"

SN Gary E. Schmidt, USNR

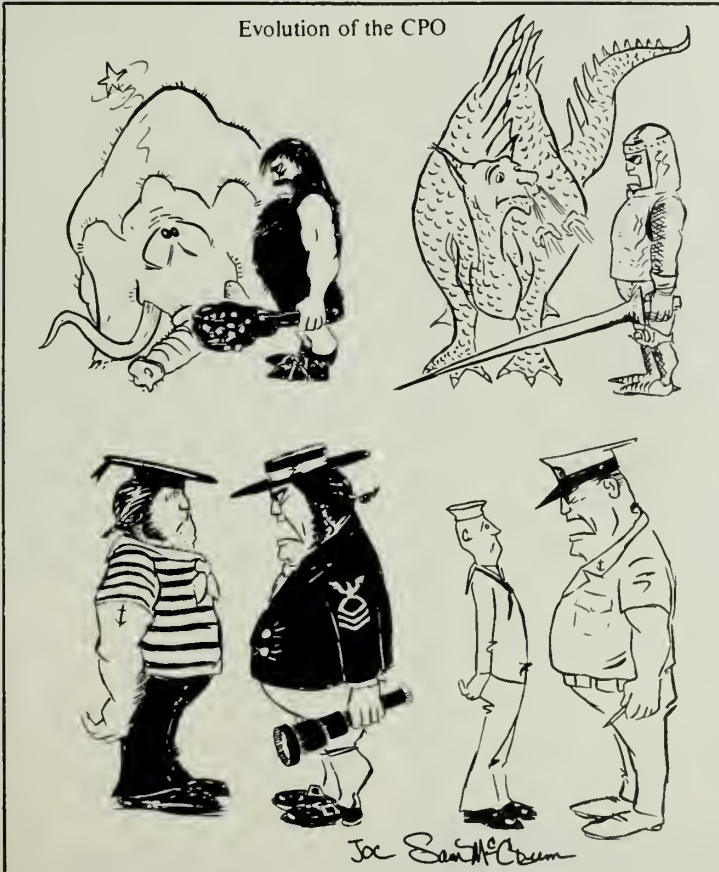


"O.K., men, knock off ship's work!"

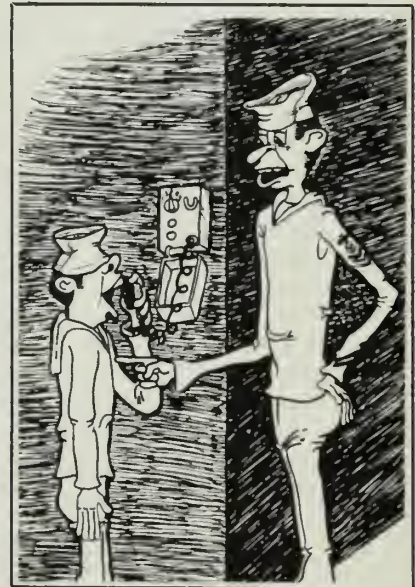
JOC Sam McCrum, USN

(USS Kennedy CVA 67—Profile)

Evolution of the CPO



RM1 Richard A. Petersen, USN



"The word is 'Dinner for the crew,' Farbes, nat 'Sooie, Saaie, Saaie!!'"

# TAFFRAIL TALK

**H** EARD ANY GOOD Horatio Alger stories lately? We have.

The heroes of the novels of this 19th century writer rose to fortune and sometimes fame by a combination of a small amount of luck, lots of pluck and a great deal of hard work.

The careers of many Navymen today might have come straight out of Horatio's books.

Take Commander James Berger, for example. He retired recently after more than 30 years in the Navy, which started when he enlisted as a seaman recruit fresh out of high school.

During the war years, his rise through the enlisted ranks was exceptional. Six years and 10 days after he joined up, James Berger was appointed as a warrant officer.

In assignments on a dozen ships, he continued up the ladder. His formal education had ended with high school graduation, but by hard study he qualified as an engineer for the largest type of ship in the Navy—aircraft carrier.

The job usually requires at least one college degree; CDR Berger qualified by the longer and harder school of duty on six carriers.

Only nine of his Navy years were ashore. In the last of them, as Ships and Craft Officer for the 13th Naval District, he was in charge of accepting and commissioning all newly constructed ships in the district.

CDR Berger went to the top in his field thanks to pluck, luck and hard work.

On second thought, we doubt that luck had much to do with it.

**N** AVY DOCTORS were always invited to the usual anniversary celebrations but they never went to their own — and with good reason. Nobody, it seems, got around to establishing an official birthday for the Medical Corps itself.

It might be assumed that there has been a Medical Corps for as long as there has been a Navy and, in a sense, such an assumption would be correct. After all, the first naval surgeon went to sea in 1775 aboard *USS Alfred* with a young lieutenant named John Paul Jones.

But it wasn't until 3 Mar 1871 that Congress formally established the medics as a staff corps in the Navy. In that year, there were 153 Medical Corps officers listed in the Navy Register as serving aboard ships or at one of the eight naval hospitals then in existence.

As the Navy grew, the Medical Corps also grew until there now are more than 4000 Navy doctors serving throughout the world in ships, with the Marines, in one of the Navy's 37 hospitals or on the staff of Fleet and Force Commanders.

Although Navy doctors are as traditional as sails and mizzen-masts, the modern Naval Medical Corps eschewed 1775 and adopted the 3 Mar 1871 Act of Congress as the date of its origin.

In doing so, the Navy Medical Corps probably became the first organization in history to reach the age of 99 before having its first birthday party.

*The All Hands Staff*

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The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

● **AT RIGHT: SHIMMERING WATER** surrounds the amphibious cargo ship *USS Union* (LKA 106) and the amphibious assault ship *USS Tripoli* (LPH 10), berthed together at the new White Beach Navy Pier in Okinawa.—Photo by Photographer's Mate 2nd Class R. E. Ziel.





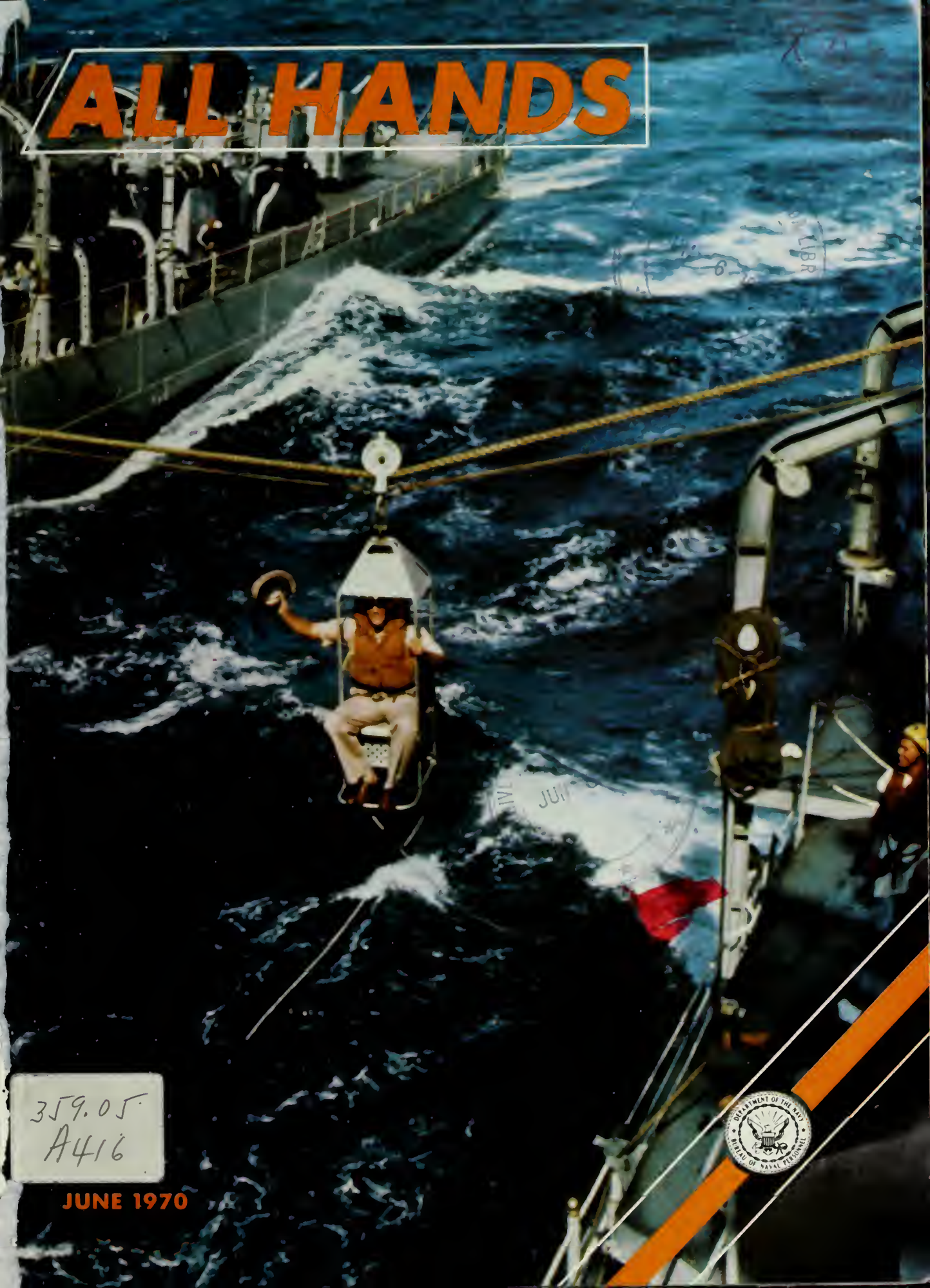


ADVANCE

**and be recognized**



# ALL HANDS



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JUNE 1970







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1970

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NUMBER 641

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Assistant Chief for Morale Services

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Michael Tuffli, **Art (Acting)**

Gerald Wolff, **Reserve**

• **ON THE COVER: SWINGING TRIP**—A Navyman is transferred between ships at sea by highline. For a picture story on how it feels to be the "man in the middle" on a highline, see Page 12.

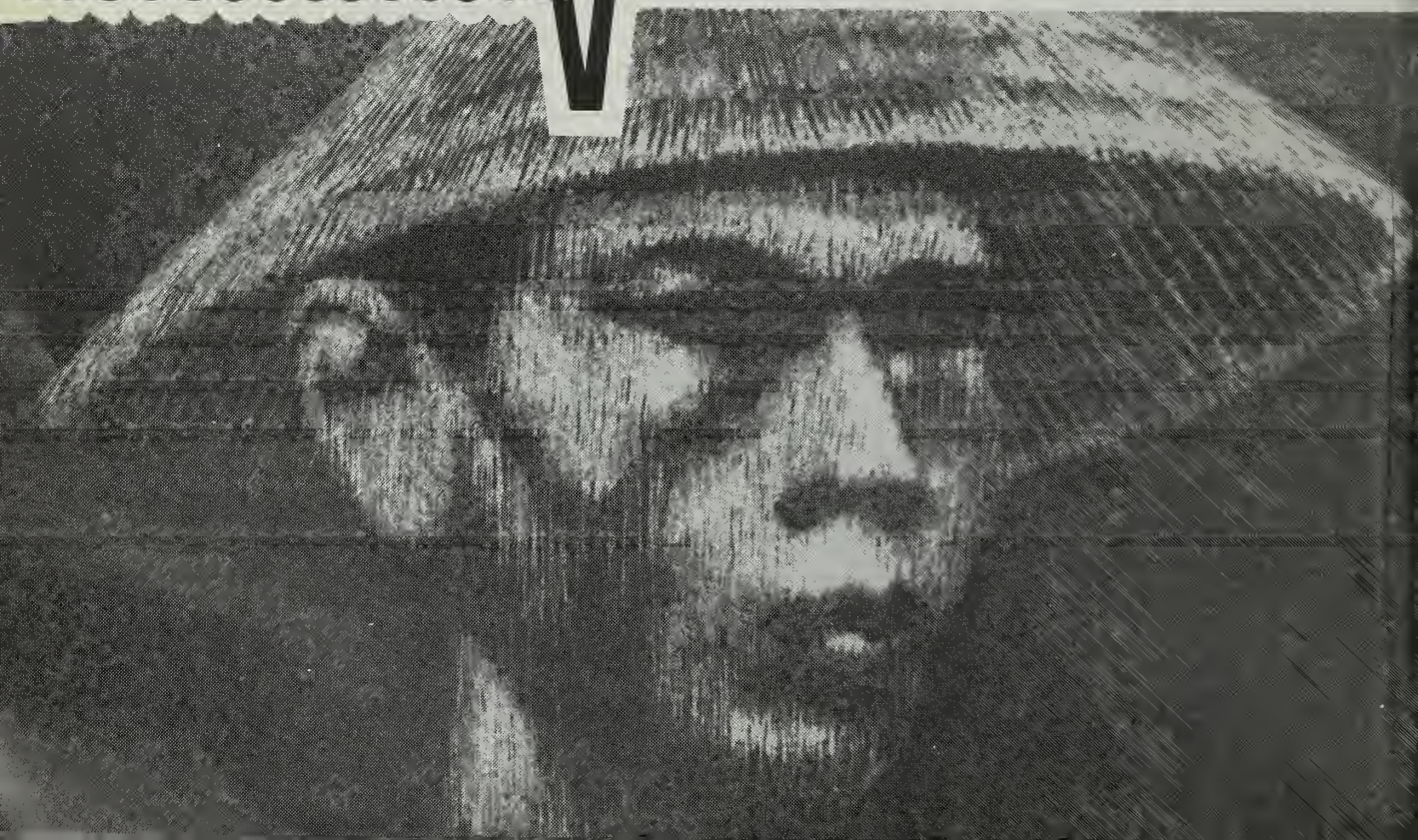
• **AT LEFT: SITTING HER DOWN**—Holding a wheel chock, flight deck crewman watches as landing signalman directs a CH-46 Sea Knight in for landing aboard amphibious assault ship USS Tripoli (LPH 10) during amphibious operations off the coast of Vietnam.







# COMMUNICATIONS







# SECURITY

## *Communications is a Double-Edged Sword*

**W**HEN U. S. TROOPS captured a North Vietnamese radio intercept station earlier this year, they obtained positive, graphic proof that more than a thousand messages, some of which were U. S. Navy, had been intercepted in *English*. Messages that should have been transmitted in code were not; at best, some were received in homemade or bootleg codes.

And that's not all.

Evidence was also uncovered indicating that messages about B-52 raids may have been intercepted,

thus allowing the enemy time to evacuate target areas.

These examples show what can develop as a result of lax communications security.

Ordinarily, people whose profession is military communications regard security as a second skin. They become enveloped in a cocoon of discretion, aware of every utterance they make.

That's how they should be.

That's how we ALL should be, whether we become professionally involved in naval communications or

simply use communications facilities and equipment in connection with our routine duties ashore or afloat.

**T**O AID US in the practice of self-censorship and personal vigilance with regard to communications security, certain general guidelines have been established. Training manuals, directives and communication publications are among them. They apply just as firmly ashore in the United States and aboard ships in the Atlantic and Pacific Fleets as they do overseas, in the Republic of Vietnam and aboard river patrol boats in the Mekong Delta.

However, to promote further the importance of communications security, the subject is being incorporated in curriculums of certain Navy schools, tailored to the needs and interests of those individuals who, in the course of their normal duties, primarily outside the field of communications, are required to operate unprotected voice circuits.

Such "communicators" can be associated with specific categories. *For instance, officers of the deck are communicators. So are CIC watchstanders, both officers and enlisted men. Individuals on station in Air Ops, including air controllers, communicate on the air waves to yet other communicators: naval aviators and naval flight officers. And vice versa. Amphibious force coordinators, beachmasters, small boat crewmen and Marine ground troops — all are communicators and, therefore, should be well educated in the field of communication security.*

**I**N VIEW OF THE COMPLEXITY of the Navy's communication system, however, gaining a COMSEC education is not always an easy task. Judge for yourself by defining communications — or more specifically: telecommunications.

What is telecommunications?

Telecommunications relates to any transmission, emission or reception of signs, signals, writing, images, and sound; or intelligence of any nature by visual or oral means; or by wire, radio or other electromagnetic systems.

In other words, *telecommunications is communicating electrically, visually or by means of sound.* Although the above methods may differ, they all have at least one major factor in common: *vulnerability to interception by the enemy.*

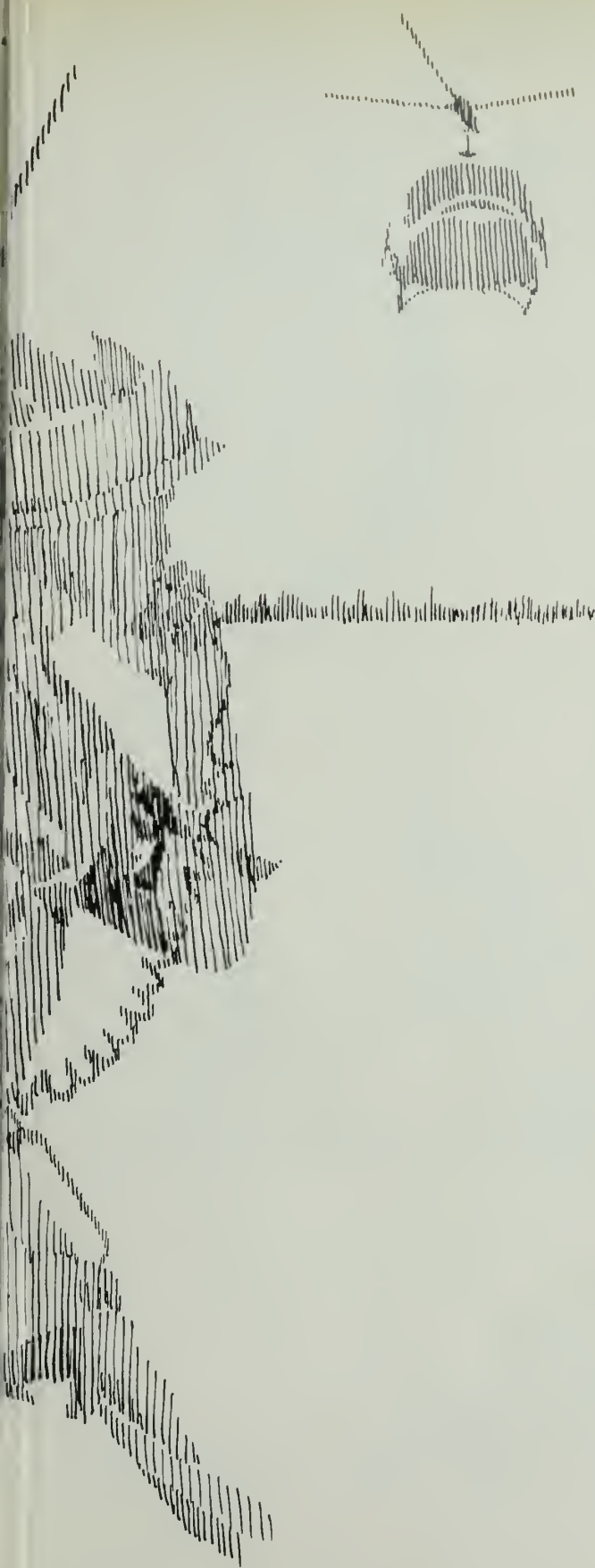
To minimize this danger, the Navy has established certain standards of security, and it is on these standards that the training in the naval schools is being based.

The initial plan is to have communications security material incorporated into school curriculums of those training facilities in which communications or electronics is part of the course of study.

The training reaches out to both officers and enlisted personnel. Communications security is incorporated in the curriculum of the Naval War College; Reserve Officer Training Corps units; Officer Candidate School; Electronics Warfare School; Communications Officers School; Pre-Flight School; Combat Information Center Schools; Antisubmarine and Anti-aircraft Warfare Schools.







**E**NLISTED PERSONNEL, in addition to instruction at some of the foregoing schools, also undergo specific training at the following: Radioman, Communications Yeoman, and Radarman Class A Schools; and Air Intercept Controller Schools.

But school education is not enough. *Communications security is an all hands operation and an all hands responsibility. It is not limited to those who have formal training.* What the Navy has been doing to broaden the indoctrination is discussed below.

But to get back to the COMSEC school instruction for a moment. Cold, hard-proven facts and examples of actual enemy intercept, analysis and exploitation of information that have been transmitted via our communications systems and electronic emissions are the basis on which the COMSEC material is being presented to the student. Each session is developed toward certain COMSEC objectives which are designed to have the student gain an appreciation for an enemy's capability to "read" our unprotected communications and other electronic emissions, and to have him appreciate the enemy's ability to use the intelligence gathered from intercepted communications and emissions as an offensive instrument against our forces.

Other prime objectives are to have the student realize that U. S. and allied communications and electronic emissions are vulnerable to enemy exploitation through intercept, analysis, jamming and imitative deception, and to demonstrate to him how to counter these threats by applying certain measures toward improving communications security.

Although focused on the foregoing objectives, the subject of communications security, as taught in the various Navy schools, is not necessarily to be treated as a separate and distinct item. Rather, it will be considered as an integral part of communications, and wherever possible will be included in all lesson plans, lectures and practical drills in the field of communications.

**A**T LEAST ONE specific communications security course already is being conducted for Riverine boat crewmen and advisors ordered to combat duty in Vietnam. It is part of the simulated on-the-job training offered in the United States, before they leave for overseas duty.

The training ground is in an area utilizing terrain and waterways that resemble the lower Mekong Delta, making it an ideal site for riverboat training. Part of the tactical training received by the student crewmen during four-day battle problems includes methods of communicating, within security limits.

The success or failure of each problem often hinges on the effectiveness of communication security which is tested in the field by communication specialists who use a mobile van to monitor all boat communications. Any weakness in transmission security is noted and the monitored tactical information is relayed to an "aggressor" team which uses the information to plan a simulated ambush of the "friendly" student patrol craft.

After a couple of ambush experiences, security





usually tightens. The student learns that radio communications is a two-edged sword — while one edge works for him, the other can slash back at him.

**N**OT EVERYONE IN THE NAVY will be fortunate enough to receive such a textbook lesson in COMSEC. Many will learn from on-the-scene experience, hopefully without serious incident.

In Vietnam, where the enemy is listening to virtually every transmission keyed by U. S. and allied communicators ashore and afloat, the danger of communication backlash is constant.

Study this hypothetical example:

Spotters ashore for a destroyer call in gunfire support giving specific coordinates not far from their own location. The DD responds and sights in on the target. However, moments before the first salvo is to be fired, the ship receives another communique directing a change in the coordinates. The change is made. But, if the first round is fired, the salvo will land just feet away from the spotters themselves. In moments they will be scrambling for cover, screaming "hold your fire" over the radio.

What's happening?

Charlie has entered the circuit, reading the transmissions and then, through deception, is transmitting a false coordinate change. The deception could be a success if the ship opens fire on its own spotters — AND if the ship does not observe communications security.

Take this other example. It also involves a ship. Shortly after making her turn onto a firing track she becomes a target. There has been no straddling of the ship by shore fire. No walking rounds. Just B-O-O-M, an almost on-the-mark hit without warning.

**C**HECKING INTO the possible success or failure of this type of mission, an investigating team determines that the ship's communicators have observed all security precautions. No in-the-clear transmissions have been made within 20 minutes before the ship began her firing run.

Is this enemy fire on our ship going to be a lucky shot? A near miss? Or way off target? Why has the enemy seemed so confident in its firing?

The investigating team warns that a VC intercept squad might have picked up the communications between the ship and her spotters, and then analyzes the transmissions to mean that a firing run is in the making. Based on the known speed of the ship's firing runs, and the distance measured when she turns onto her firing track, the enemy gunners would then be able to figure out a projected target line and subsequently — if their calculations are right — they'll score a first-shot hit.

In the first example cited, recognition of communications security and the simple use of authentication has prevented Charlie from pulling off the English-spoken deception stunt.

In the second case, the ship has varied her routine, both in communications, timing and movement. Instead of being caught by the enemy unaware, she has

avoided a direct hit and completed her mission successfully.

**T**HE EDUCATIONAL PROCESS of communications security is branching out beyond the school of hard knocks. In fact, COMSEC items are certain to appear more consistently on advancement exams, especially in view of forthcoming revisions to those training manuals which will contain specific chapters on the subject of security.

For example, in the current proposed revision to *Military Requirements for Petty Officers 3 & 2 and 1 & C*, security is emphasized as a means—not an end. The idea is to indoctrinate all Navymen — from recruits to chiefs; from midshipmen to admirals — to the point that we are constantly aware of security and automatically exercise it in whatever we do or say.

One primary means of improving communications security on the command level is through the program of COMSEC training visits.

COMSEC teams are comprised of Navymen keenly alert to discover and correct weaknesses in communications security before serious violations result. They are strategically located around the world, giving them the capability of assisting a command at a moment's notice, whether the need is aboard ship, on a foreign continent, or in a forward combat area.

In addition, COMSEC teams are assigned to fleet commanders to assist in the planning of communications security directives which are written into operation orders for fleet exercises.

**A**T LEAST ONE team-training visit is recommended for each command once a year. These visits are not to be associated with formal inspections or formal investigations. Instead, they should be recognized as a means of providing on-the-spot advice and guidance to individuals who operate voice communications equipment.

The COMSEC team has but one major mission — to help you to protect yourself. It may well be instrumental in saving that rescue copter, a patrol unit, or the lives of the crew, or your ship itself. That's how important communications security is.

Upon completion of a visit, the team conducts a critique at which time the members assess the most significant malpractices and discrepancies in security that were observed. Then, they offer solutions to the problems and recommend methods to improve the command's communications security in general. It may be suggested, for instance, that subsequent training visits be requested or that specially trained personnel be invited on board to assist in staff communication planning.

Through such efforts as the COMSEC teams and the implementation of COMSEC study material in our training manuals and schools, security in the ether should be bolstered greatly. And even more so if we all keep in mind the reality that while our naval communications system may be the finest in existence, it is, indeed, a two-edged sword.

—Story by JOC Marc Whetstone, USN.

—Illustrations by DMSN G. C. Pilachowski, USN.



MSTS far east



**I**T IS EASY, riding in a small boat through a cloudy night, to imagine there is no conflict in Vietnam.

Pinpoints of light stitch the bulk of a black mountain. Other lights, brighter yellow and white, decorate the ships at anchor in the calm water, giving them the appearance of excursion cruisers drawn up at some South Sea holiday paradise.

Perhaps Vung Tau will one day be that paradise. All the ingredients are here. Today it is not.

Vung Tau is the port through which passes a major portion of the 1.75 million tons of material which arrives in-country each month to support Allied operations. It is a dispersal point from which supplies are freighted up the Long Tau River to Nha Be, Saigon and Cat Lai; or moved through the rivers and canals of the Mekong Delta.

At night it seems like a peaceful place.

At dawn the illusion is shattered.

Day does not creep into this place on mice feet. There is no softness in the sunrise. It explodes. The heat begins immediately, solid, wet, personal and mind-sogging.

In daylight, the ships become themselves: tankers, freighters, LSTs, a World War II escort carrier turned aircraft ferry for this conflict; barges loaded with crates of supplies.

**T**HERE IS NO uniformity in the appearance of the ships. Some are the neutral gray of military vessels.

Others are the red and black and white, the black and blue and white, the black and yellow of civilian shippers. Some fly their owners' flags. They are manned by Americans, by Japanese, by Filipinos, by Koreans.

But here, they serve a common master—The Military Sea Transportation Service, Far East. They are a part of the MSTSE-controlled fleet of deep-draft ships and 45 LSTs which support operations in the Republic of Vietnam.

Most have lain in wait here through the night to complete their journeys. At night, MSTSE ships do not operate on the rivers in South Vietnam. Navigation of the Long Tau, which links Vung Tau and Saigon, for example, is difficult in daylight; impossible at night.

Now, with morning, they are ready to go.

The first ship in the river today will be the 24-year-old freighter ss *Hope Victory*. She was one of the first ships reactivated and brought into MSTSE service on the U. S.-Vietnam run. That was in 1965. This is her 14th trip up the Long Tau.

Her master is Captain I. L. Morris, whose silver hair and thin moustache give him the appearance of a luxury-liner skipper. He has been a sailor all his adult life — first as a USN quartermaster serving, among other places, on the Yangtze patrol in China; later with a commercial line operating between the West Coast and Hawaii.

Crowded together in Saigon Harbor, MSTSE ships wait to begin supply missions or to go to other ports to load more cargo.

SS *Hope Victory*, heading upstream, passes small Japanese tonker on its way to sea from petroleum docks at Nho Be, near Saigon.



# MSTS



Above, left: CAPT I. L. Marris, skipper of *Hope Victory*. Right: MSTS-chartered ship at anchor near Saigon while cargo is unloaded. Below: *Hope Victory* steams up the narrow and twisting Long Tau River, making her way from the coast to the staging area at Cat Lai.



**T**HIS WILL BE his last trip. "I'm due to retire. Got a little ranch back in Stoneyford (California) and I'm just gonna settle me down and take it easy for a while."

*Hope Victory's* cargo is one of the most essential of the nuts and bolts of war: Ammunition. Aft, there is a collection of large crates lashed to the deck. Each is marked in bright red: "No Smoking. Dynamite."

"There's 11 tons of it back there. A rifle shot could set it all off."

A small boat eases alongside *Hope Victory* and the Vietnamese pilot boards and climbs to the bridge. Almost immediately, deck crewmen begin to hoist the accommodation ladder and haul in the anchor. It's time to move.

The ship gathers herself together for the run to Cat Lai, Saigon's ammunition anchorage eight miles east of the city.

In the galley, bacon is frying. The collective odors of breakfast in the making should spark a round of sea stories, but the few men who sit in the air-conditioned place are quiet. This is not usual.

Finally, someone mentions that it is not a good thing to be the first ship up the river, giving voice to the tension which will hold the ship for the next few hours.

It's a psychological thing.

The danger of steaming through this combat zone is no greater nor less for the first, the fifth, the 10th or the last ship of the day.

**T**HE SHIPS are unarmed, but MSTSFE has assured all the protection possible. Vietnamese Navy minesweepers brush the river before any ships enter, and continue to do so throughout the day. Vietnamese and U. S. Navy riverboats make constant patrols, hugging the banks, searching the water and the marshy land which surrounds it for any hint of enemy activity.

Still, it's a little uneasy-making to realize that the enemy has had eight hours of night in which to hatch any little nasty games he might have in mind.

The land which surrounds the Long Tau could be the mouth of the Mississippi or of the Amazon. It is bare save for an occasional palmetto fan, a clump of scrub brush. Three years ago, sailors on the river would pass their time watching monkeys gambol in the jungle which grew thickly to the water's edge.

Today, the land along the river's edge lies wet, gray and ominous looking.

A sudden eruption of distant artillery hidden somewhere behind the horizon contributes to the tension. But knowing that a U. S. destroyer is standing at the mouth of the river to provide gunfire support if called upon is comforting.

**E**NTERING THE RIVER, *Hope Victory* passes between two small Vietnamese minesweepers completing their trip to Saigon. Soon, they will turn and plod back to their point of origin. It is a monotonous job.

Just beyond the first turn, a three-boat covey of U. S. riverboats lie in wait. As the ship passes, the



small craft separate, one heading downriver, the others bracket the freighter, escorting it for a few hundred yards then slowly outdistancing it and disappearing around the next bend.

*Hope Victory* will make the 38-mile trip to Saigon in about three hours, riding out scores of turns at 16 knots. The river is from 300 to 700 meters wide. MSTs ships are limited to 27 feet of draft.

As the ship rounds one bend, the water ahead is littered with scores of small boats. The sight does not amuse Captain Morris.

"One of the VC tactics is to send a small sampan across the bow of one of our ships," he comments. "To avoid it, our ship will turn away and, as it nears the bank, they'll open up with whatever they've got."

Everyone on the bridge watches the boats carefully. The patrol boats come back and herd the sampans out of the channel, opening a path for the freighter.

"They're fishermen," says the pilot. "From over there." He points to the left bank where a nameless refugee camp sprawls in the gray mud.

The Viet Cong have tried for years to halt MSTs traffic on the Long Tau, so far without success. The most serious incident was the sinking in 1964 of the aircraft ferry USS *Card* (T-AKV 40) beside a dock in Saigon. The ship came back into service but is now in ready reserve status in San Francisco.

Still, the enemy tries. There is plenty of cover in the Rung Sat Special Zone — through which the Long Tau passes — for snipers or a rocket team. However, the constant patrols, the frequent infantry sweeps through the area and the proximity of helicopter gunships force the Viet Cong to fire quickly and with little accuracy.

THE CAT LAI anchorage moves slowly into view.

There are two other ammo ships already moored in the stream. *Hope Victory* maneuvers slowly between them. There are three ships here all the time and, at times, as many as 10 others waiting at Vung Tau and Cap St. Jacques to make the upriver trip.

Now the ammunition and dynamite will be off-loaded onto barges and moved to units near the capital.

Now Captain Morris will go home to his ranch to take it easy.

Eventually, there will be no more fighting here and sailors can again pass their time on a river watching monkeys gambol in the trees, passing only fisherfolk working their nets.

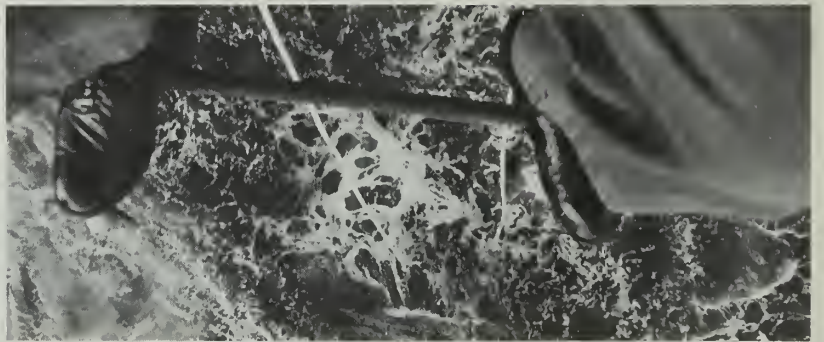
Until then, Military Sea Transportation Service, Far East, the river patrols, the minesweeps, the helo gunships will make their daily runs.

—Story by JO1 Jim Lea, USN;

—Photos by JOC Bryon S. Whitehead, Jr., USN.

Riding high, her holds empty, MSTsFE deep-draft cargo ship passes moored small craft, easing down Long Tau River from Saigon port.







# highline transfer



*"Who, me? Highline? Not a chance!"*

*But Photographer's Mate 1st Class Charles R. Pedrick decided it might make an interesting picture story. At any rate, a highline transfer was undoubtedly the saltiest method of arriving at his next duty. Here's his account.*

**F**EW MEN LIKE the idea of being suspended between two ships at sea, only a few feet above the wave crests. Least of all me. However, like it or not, I was going to be transferred by highline.

I had several days until my transfer from the Sev-

enth Fleet flagship, the cruiser *uss Oklahoma City* (CLG 5), to the ammunition ship *uss Virgo* (AE 30). So I took some of that time to do a little research on highline operations.

In the bosun's locker, BM1 Les Braunbeck had the answers to most of my questions.

The highline itself is a manila line, three inches in diameter. Fastened securely to our ship, it would run through several pulleys or blocks into the hands of about 25 men on the second ship. The line serves as a track for a small trolley from which the boatswain's chair is suspended and hauled across the open sea.

Inhaul and outhaul lines are also of manila hemp, one inch in diameter. These are the lines actually used to haul the trolley and chair from one ship to the other.

All these lines, Braunbeck pointed out, are tended by hand. This avoids the possibility of breaking a line with too much tension.

If steel cables and winches were used and either ship took an unexpected roll, a highline would probably break. However, the sailors tending the lines can

Above, left: After highline is rigged and checked, boatswain's chair is suspended from a trolley, and ship's boatswain signals that everything is ready. Below, left: View from the chair, half-way across. Center: Ships must steam about 100 feet apart during a transfer. It looks much farther to the man being transferred. Right: *Oklahoma City* bosun's mates attach the final safety connection—a short section of steel cable which would support the chair if it broke free from the trolley.



# highline transfer



sense the tension and adjust their pull to keep the chair out of the water.

**T**OPSIDE, Braunbeck showed me the boatswain's chair, a box-like frame made out of 3/4" metal tubing with a flat sheet metal seat. A bar across the bottom is to help brace your feet on. Four cornerposts come together at the top about 12 inches above the passenger's head where they are welded to a metal ring. The chair and its contents are suspended from this ring during the transfer.

Braunbeck assured me that safety is the first rule. Both ships involved in the transfer must have a rescue boat manned and ready for immediate action. There are also strict regulations concerning conditions: Transfers at night are not allowed except in emergencies, and all equipment and lines must be checked closely before each operation.

Wide use of helicopters in the Navy today has relegated the highline to second place in transferring personnel from ship to ship at sea. However, Braunbeck believes that of the two methods, the highline is the safer.

"Most highline transfers occur between destroyers,

destroyer escorts and smaller ships of the Fleet," Braunbeck said. "And for good reason — they don't have helicopters."

**A** SIZABLE NUMBER of Navymen have never witnessed a highline transfer. But they have heard sea stories about them. For example, take the one about a man who was snapped up and spun around the highline when the ships leaned toward each other and then rolled in the opposite direction. It's said that as the highline became taut it turned and the man began to spin like a top.

Any truth in such stories? "The worst I've seen or heard about," said the boatswain's mate, "was where the passenger got a little wet with spray."

On the day of my transfer, the sky was slate gray and rain pelted everyone on deck. The weather made me a little apprehensive, but by then I had confidence in the *Oklahoma City* boatswain's mates. I didn't think I was nervous, but then someone mentioned that I was putting my life jacket on inside out.

Some of the men were talking (joking, I think) about the last highline transfer they saw. "The re-





Left: As transfer ends, helping hands guide the chair to a solid deck again. Center: Oklahoma City men haul the empty chair back to the ship. Right: With every roll of the ship, the chair jumps and pulls at restraining lines.



cruits stationed on the out-haul got it so fouled up they had to stop the transfer when the guy was half-way across," said one of the men on deck.

"Yea, I remember that," another answered. "He was dangling out there for about a half-hour before they got things straightened out. And by the time they set him down on the other ship he had such a grip on the chair it took four men to pry him out of it."

More sea stories, I thought, and then the ship's bosun motioned me into the chair. I squeezed in, he buckled the belt and showed me how to get out if anything happened. I gulped, grabbed the chair and pushed myself farther back in the seat when I saw the bosun give the signal to start the transfer.

**T**HE CHAIR AND I began to rise from the deck as the highline drew tight. Twenty feet below me I could see the 25 men whose job it was to keep the line taut enough for me to stay high and dry above the tossing ocean. Then the men of *Virgo* began pulling me across.

Leaning forward slightly, I looked down between my feet as I crossed from the edge of *Oklahoma City*.

The water between the ships appeared to be boiling.

I attempted to look back, but because of the bulky kapok life jacket, I couldn't turn around.

Ahead, on *Virgo*, I could see the men pulling on the outhaul, but from where I sat, it seemed as though I wasn't moving.

**T**O MY SURPRISE, the ride seemed fairly smooth. My stomach did not turn. I've been on carnival rides that were worse.

As I passed over the rail of *Virgo*, I could see the faces of men and their hands reaching up to steady the chair as I was lowered to the deck. I unsnapped the seat belt and stood up, lightheaded but steady.

With the help of one of *Virgo's* boatswains I took off the kapok life jacket and was greeted with a strong handshake by the Chief Master at Arms.

While watching the empty boatswain's chair being returned to *Oklahoma City*, I decided that a highline transfer isn't a bad experience. The next time, I might even enjoy it.

—Story and Photos by  
PH1 Charles R. Pedrick, USN



# Naval





# Academy



**A** FEW YEARS BACK ALL HANDS ran an article on the memoirs of one Midshipman William Harwar Parker who attended the United States Naval Academy in its infancy, two years after its founding in 1845.

Although he entered the Navy as a midshipman on the 19th day of October, 1841, at 14 years of age, it wasn't until six years later that Midshipman Parker actually began his classroom instruction at the Naval Academy, referred to then as a "naval school."

In those early days of training midshipmen, it was the custom to send them to sea for an apprenticeship during which they learned the fundamentals of seamanship. Their formal education at the naval school, lasting slightly less than a year, was primarily to prepare them for their final examination for the grade of *passed midshipmen*.

But, just as the Navy has changed greatly since those days, moving through the ages of sail and steam into the nuclear age, so has the Naval Academy evolved into the outstanding educational institution that it is today.

For many Academy graduates, the education they receive at Annapolis serves as a springboard toward higher academic achievement. Future professional development to enhance their naval careers is offered at such institutions as the U. S. Naval Postgraduate School, the Naval War College, the Armed Forces Staff College, or through graduate study at universities leading to master's degrees or PhDs. In the

Above, left: Boncroft Hall, home of the 4000-man Brigade of Midshipmen. Left: Dress parades are part of Academy life. Right: Classes are usually limited to 10 to 15 students.

# Naval Academy

past two decades, at least 18 graduates have been selected to attend Oxford University as Rhodes Scholars.

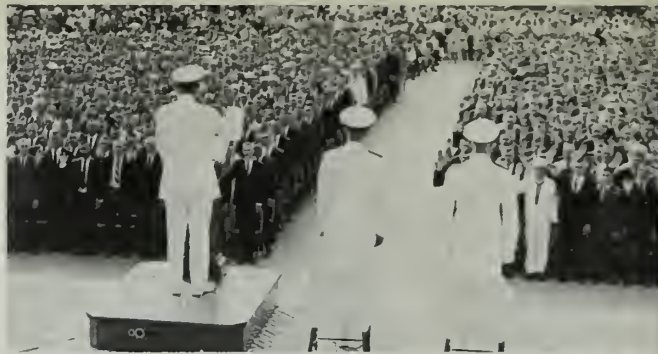
**A**NNAPOLIS TODAY represents a combination of tradition and continuing change in response to the needs of our modern Navy.

For example, graduation and commissioning exercises for the class of 1970 are set for 3 June in the Navy Marine Corps Memorial Stadium, at which time 800-plus graduates will bring their four years' Naval Academy instruction to an end with the traditional "hat-toss" which originated in 1912.

Before then, graduates were required to serve two years in the Fleet as midshipmen before receiving their commissions, and therefore had need for their midshipmen caps. But, when the first Academy graduating class no longer needed the caps, the announcement resulted in a spontaneous hat-toss. It has been symbolic of graduation and commissioning ever since.

The Naval Academy is much more than tradition, of course. It is here a young man may grasp the op-

**Above, right: New plebe class is sworn in. Center, right: Nuclear theory training at the Academy's Sub-Critical Nuclear Reactor Laboratory. Below: Campus scenes. Opposite page: Midshipmen an dress parade.**





portunity of making a career as a naval officer, an opportunity that extends also to young enlisted men serving on active duty or in the Naval Reserve.

**E**ACH YEAR, the Secretary of the Navy may appoint 85 Regular Navy and Marine Corps enlisted men, and 85 enlisted men of the Naval Reserve and Marine Corps Reserve to the Academy. Although requirements and procedures for obtaining an appointment differ slightly, eligibility is basically the same for both groups.

In this regard, applicants in both categories must:

- Be male citizens of the United States.
- Not have passed their 21st birthday (22nd for Reservists) as of 1 July of the year of entrance to the Naval Academy.
- Have enlisted before 1 July of the year before the desired year of entrance to the Naval Academy.
- Never have been married.
- Be of good moral character.
- Be physically fit and have 20/20 vision (waivers may be granted to a few exceptional candidates whose vision is no worse than 20/100 and correctable to 20/20).

Applicants from the Regular Navy and Marine Corps normally attend the Naval Academy Preparatory School at Bainbridge, Md., in order to compete

for appointment by SecNav. The Prep School also has a limited number of openings available each year for applicants from the Reserves.

This program is designed to prepare young men academically, militarily and physically for entrance into the Naval Academy, and provides approximately one-tenth of each class entering the Academy.

**T**HE PREP SCHOOL'S COURSE emphasizes English, mathematics and science. The curriculum encompasses the last two years of high school and the first year of college. Students are assigned to classes in each subject according to individual background, need and ability.

Special eligibility requirements for admission to the Preparatory School are:

- Pay grade E-2 or above and completion of recruit training.
- Age 17-19 as of 1 July of year entering.
- Navy personnel must have GCT/ARI score of 120 or higher.

Details of requirements for both the Preparatory School and the Naval Academy may be obtained from command Educational Services Officers and Career Counselors.

Regardless of the route he takes to gain admission, the young man selected will find that education at the



# Naval Academy

Naval Academy is first-rate academically, supported strongly by military-professional training and by moral and physical development.

The key academic decision for each midshipman concerns his major program. Beginning with the Class of 1971, completion of one of the 24 major programs listed below is one of the graduation requirements for the Bachelor of Science degree:

- Aerospace Engineering, Marine Engineering, Mechanical Engineering, Naval Architecture, Ocean Engineering, Electrical Engineering and Systems Engineering (Weapons).

- Mathematics, Physics, Chemistry and Applied Science.

- Analytical Management, General Management, Oceanography, and Operations Analysis.

- Economics, Foreign Affairs, History, Literature, and Political Science.

- European Studies — French, German or Italian; Far Eastern Studies — Chinese; Latin American Studies — Spanish or Portuguese; and Soviet Studies — Russian.

**I**N ADDITION TO WORK in a major area, all midshipmen complete a total of 49 semester hours in subjects which form the professional base for the rest of the



Above: Realistic CIC training simulates fleet exercises. Above, right: Graduating class. Center, left: Plebes receive sailing instruction in 25-foot knockabout. Right: Instructor counsels student. Below, right: Midshipmen learn to sail in knockabouts, then advance to one of the Academy's 44-foot yawls such as this one. Opposite page, left: Yard Patrol Craft provide real bridge experience. Right: Traditional hat-toss ends graduation.





academic program. These courses include: Fundamentals of Naval Science, Introduction to Engineering and Weapons, Navigation I and II, Naval Engineering I and II, Naval Electricity, Naval Electronics, Shipboard Weaponcering, Tactics, Weapons Systems Engineering, Military Law, Psychology and Leadership, and the History of Seapower.

These courses are supplemented by practical drills, conducted during the academic year, and summer at-sea training with the Fleet.

Choice of major governs the number and level of related supporting courses required in science, mathematics, engineering and foreign languages, to complete the minimum of 140 semester hours required for graduation.

Midshipmen who elect majors in the scientific-technical fields will take more courses, at higher levels, in mathematics, physics, chemistry and engineering than those who elect non-technical majors. The scientific-technical programs, on the other hand, require no foreign language.

Programs in social science, general management, international studies and literature require a substantial amount of foreign language study, but less mathematics. All midshipmen take at least one course in Computer Science during their freshman year. This course provides a basic experience in use of computers which

will be applied in various areas during the balance of their studies.

**A**NNAPOLIS MEN strive for excellence not only in the classroom but also in leadership and on the athletic field. Navy teams are well known on the national intercollegiate sports scene. Almost a third of the 4100-man Brigade of Midshipmen participate in 21 varsity sports ranging from football to fencing. All other midshipmen compete in a 23-sport intramural program which includes handball, boxing and basketball.

In addition to formal academic courses in professional subjects, midshipmen receive additional military training and individual leadership development under the direction of the Commandant of Midshipmen. The Brigade is divided into 36 companies for military training and administration. All four classes are represented in each company.

Each military unit—brigade, regiment, battalion, company, platoon — is commanded by a midshipman officer, a member of the First (senior) Class. First Classmen also serve as squad leaders, in direct charge of the day-by-day supervision and training of the Plebes (freshmen) in their squad. In this way, the First Classman plays a major role in developing his leadership ability and forms the motivation for the day when he will become a commissioned officer.



# baby ironclad



**I**N THE UNITED STATES 108 years ago, there was great excitement over two ironclad ships which were believed to be invincible.

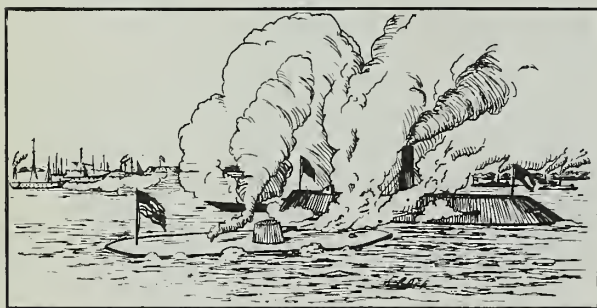
Both vessels were units of river navies which had clashed many times on the nation's inland waterways using equipment and tactics similar to those employed today by U. S. forces in Vietnam.

Here is a comparison of the scene as it appeared in 1862 and the way it looks today in Vietnam.

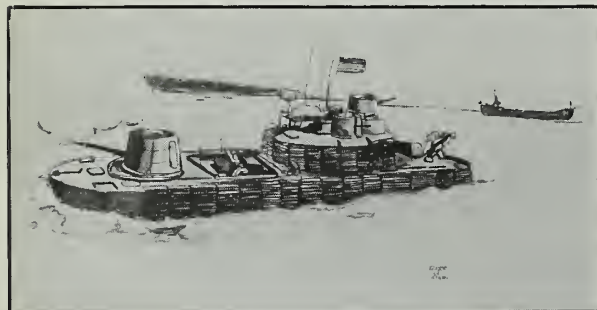
## The Day of the Ironclads

**I**N THE EARLY DAYS of the Civil War, both North and South felt the need for something new with which to fight a river war for control of the Mississippi and its tributaries.

Neither side knew exactly the kind of craft it needed but it was apparent to both that existing deep draft ships would not fit the bill.



Monitor and Virginia (Merrimack) meet at Hampton Rds. in 1862.



Today's monitor—smaller but more powerful—patrols in Vietnam.

The first solution came from the Confederate side which built heavy inner bulwarks in towboats and packet steamers, then filled the spaces in the sides with compressed cotton and fitted the bow with an iron ram.

Meanwhile, the Union was equipping merchant ships and ferry boats with battering spars to which explosives were attached. Even fishing smacks acquired a lethal character with cannons added to their decks.

It wasn't long before Pook Turtles, the partially armored predecessors of the ironclads, made an appearance on the nation's rivers. They were protected with iron plating only around the bows and abreast of the engines. Their heaviest firepower, three 8-inch guns, was mounted ahead.

There were also the tinclads—light river steamers with just enough boiler iron plating to protect them from small arms fire. Their virtues were a sizable armament and their suitability for river warfare—some had a draft of only 22 inches. But it was the ironclads which produced the real breakthrough. If the timing of either side had been a little different, the entire outcome of the war could have been changed.

**W**HEN CSS VIRGINIA (formerly *Merrimack*) was under construction, the Confederacy felt it could defeat anything afloat and its confidence was largely justified.

The Union was behind in the race to produce an ironclad warship and *Virginia's* battery of six 9-inch smooth bore cannons and four heavy rifles was not to be depreciated.

But the Union shipyard building *uss Monitor* worked to overtake the Confederates and produced the ironclad *Monitor*. The new ship was an innovation in many ways for she put out for her trials with no less than 40 new inventions aboard. Unfortunately, not a single crewmember could operate even one of the new devices with which *Monitor* was equipped.

This drawback notwithstanding, *Monitor* was a formidable opponent. She had a heavily protected deck which was nearly flush with the water and her cheese-





• RIVER ASSAULT Division 153 patrols Mekong Delta. Photos from atop: Vietnamese and American Navymen on patrol. BM1 John Baker, combat patrol officer, plans operation with boat captain, EN2 James Ziemiński. Vietnamese Novymon at .50-cal. machine gun. QMSN Ronn Johnson, holding enemy rifle, shows where hostile round hit boat's turret.



box-like battery of two 11-inch Dahlgren cannons was mounted in circular revolving iron turrets having walls nine inches thick.

On 9 March 1862, *Monitor* and *Virginia* met at Hampton Roads and fired at each other nearly six hours. Since the vessels were about equally matched, they parted without inflicting serious damage.

#### The Day of the Delta Destroyers

**M**ORE THAN A CENTURY after the clash between *Monitor* and *Virginia*, small United States boats patrol the rivers of the Republic of Vietnam.

These boats have heavy, dark hulls resembling their Civil War predecessors and each has a turret on top of the pilothouse and another near the bow.

Appearance and river deployment are points held in common by the Civil War ironclads and the Assault Support Patrol Boats (ASBPs) in Vietnam, but today's riverboats pack a much bigger punch.

The Delta Destroyers, as the Alpha boats are frequently called, literally bristle with firepower which includes two 20-mm cannons, two .50-caliber machine guns, an M-60 machine gun, two automatic grenade launchers and an 81-mm mortar.

The 40-ton craft usually carry a crew of six enlisted men, two of whom are members of the Vietnamese Navy.

When the sun goes down, the boats leave Tuyen Nhon, Nha Be and their other bases to slide quietly into predetermined positions and wait for the enemy. The watching, waiting and listening last until the early morning and require darkness and silence.

Silence, that is, until the enemy is discovered.

When infiltrators show up, the boats spring alive, letting go with every weapon on board plus a back up from 105-mm artillery, Navy OV-10 "Bronco" aircraft and light attack helicopters (*Seawolves*).

**U**NLIKE THEIR IRONCLAD Civil War ancestors, Delta Destroyer fights don't end in a draw. They have stopped river crossings and foiled numerous infiltration attempts. Other services (both Vietnamese and U. S.) have also had occasion to be thankful for the presence of the ASBPs.

More than 30 Vietnamese sailors train in ASBP warfare with River Assault Division 153. When their training is completed the Vietnamese sailors are ceremoniously presented a certificate of qualification.

Both the Vietnamese and U. S. Navymen aboard the Delta Destroyers bear a tremendous responsibility which they discharge effectively, as infiltrators who cross their path can testify.

Like the riverboats of the Civil War era which they resemble, the Delta Destroyers fight to prevent the enemy from using the most effective travel route available—the inland waterways.

—Story by JOC Glenn H. Briggs and JO3 Dale Knight; Vietnam photos by JOC Glenn H. Briggs; Drawings by JO3 Kent Hansen.





For you and your family

# SPECIAL SERVICES



**N**O MATTER WHO you are or what you do, you must have some free time. If you don't know what to do with it, the Navy, through its Special Services program, will help you.

To help you enjoy your off-duty hours, you'll find at your disposal recreation buildings and theaters, libraries and writing rooms, lounges and gymnasiums, hobby shops with arts and crafts rooms, officer, CPO and Petty Officer Messes, game and music rooms, movies, canteens and snack bars. You'll also find athletic fields and courts; picnic areas; swimming pools and beaches; rifle, pistol and skeet ranges; boating and fishing areas; golf courses.

You won't find all these activities at each of your duty stations, but you'll find many at almost any of them. Even aboard ship there are a number of facilities available for your leisure-hour activities. Depending on their size, most ships have libraries, movies, hobby shops. Many have some sort of shipboard recreation program, and sponsor intramural or varsity athletics, ranging from boxing to skeet-shooting.

• **FUN IS** the business of Special Services. Photos on these pages show a few of the many forms of recreation available to Navy-men and their families through the program: sailing, pony rides, swimming, water skiing, golf and basketball.

## Fleet Recreation Centers

**A**T THE LARGER naval bases, where a number of ships are homeported or frequently visit during operations, the Navy maintains Fleet Recreation Centers. These activities usually offer all of the facilities mentioned above as well as planned programs for the relaxation and off-duty enjoyment of Fleet Navymen.

Fleet Recreation Centers are located at Yokosuka and Sasebo, Japan; Sangley Point in the Republic of the Philippines; Pearl Harbor, San Diego, Norfolk and Guantanamo Bay, Cuba. Then there is Sailor's Field at Boston and a recreation center at Newport.

The McCormick Sports Center at Norfolk is typical. Housed in a huge, red-bricked building next to the waterfront piers, the Center contains a gymnasium with a 2000-person seating capacity, a special practice gym, an eight-lane bowling alley, a poolroom, Navy Exchange, barbershop, snack bar, patio and lounge.

The sports center at Norfolk, which is similar to Sailor's Field at Boston, also has an outdoor sports

## SPECIAL SERVICES

area complete with lighted baseball and softball diamonds, basketball, badminton, volleyball, shuffleboard and handball courts.

In addition, there's the Fleet Recreation Park right across the street from the McCormick Sports Center. The Park contains outdoor and indoor swimming pools, two baseball diamonds, eight softball fields, a gym, picnic area, an Exchange and a snack bar. Near all this is the Fleet Social Recreation Center, which is used for dances, ships' parties and other forms of social recreation.

**A**LL THESE activities are an accepted part of the Navy way of life. They are provided under the Navy's Special Services program. Like most other matters dealing with morale, Special Services is supervised and administered by the Chief of Naval Personnel.

In the Bureau of Naval Personnel, six different branches handle matters pertaining to Special Services. Then there are offices on the District and Fleet levels, as well as aboard your individual ship or station. Combined, they handle matters ranging from movies to libraries, EM clubs to hobby shops, all types of sports, and the Navy's music program.

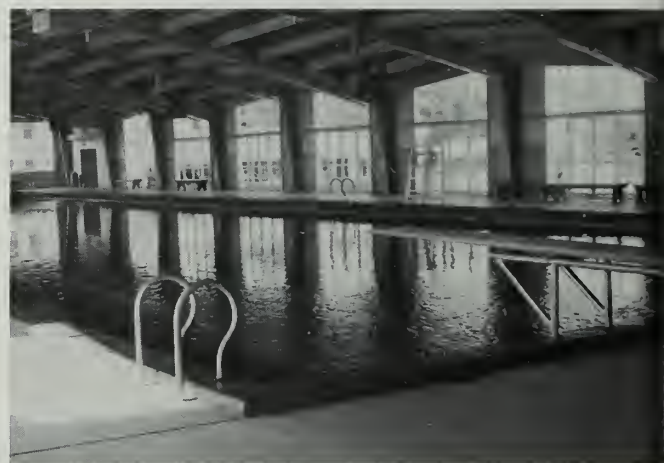
### Movies

**M**OVIES ARE BY FAR the largest single item in the Navy's recreation budget, costing about \$5 mil-

lion a year. Regardless of size, almost every ship or station in the Navy has provisions for showing movies, and no matter where you are, you are usually able to see a movie every night.

You'll find movies—and wide-screen movies—aboard submarines. One submarine, for example, shows wide-screen movies in the crew's mess hall. This sub says she has the smallest giant screen in the country. It's a special screen, measuring six feet, 10 inches wide and two feet, 10 inches high.

Providing movies for submarines and hundreds of other ships and stations offers some logistic problems. Under present arrangements, 16-mm movies and special short subjects are obtained by the Navy Motion Picture Service. These movies are then distributed worldwide from the Arctic to the Antarctic to Navy,



• SPECIAL SERVICES provides libraries, swimming pools, tennis courts, tents, bowling lanes—and much more for Navymen.





Coast Guard and MSTs ships and to overseas shore stations for the Navy, Coast Guard and Marine Corps.

If you are based ashore in CONUS or in Hawaii, movies are provided under the Navy-Marine Corps Motion Picture Plan. These are 35-mm films which are leased by the district commandants from civilian motion picture exchanges. If you attend a movie which obtains film under this plan, you will be charged a small admission fee to cover part of the rental cost of these films.

**I**N ADDITION to movies, there is plenty of do-it-yourself entertainment available. Music and dramatics offer a challenge to many Navymen. These may be as informal as a ship's Happy Hour or an on-the-spot songfest at one of the clubs, or as big as a Broadway stage show or an All-Navy talent contest.

Other than shows using Navy talent, you often have the chance to see stars of stage, movies, radio and TV perform aboard your own ship or station. It's a common practice for many big-name stars and bands to give their time and talent to Navy entertainment.

On the other hand, if you are a seagoing sailor, you'll have the chance to see some of the world's best plays, musicals, operas, concerts and other events in your travels about the world, as well as in the larger ports of the U. S.

#### Sports

**T**HE NAVY SPORTS Program, like all other recreational functions, is set up on a voluntary off-duty basis, and is designed solely for you. If you take an active part in some sport, you'll make good use of your off-duty time, as it enables you to get your daily exercise and, at the same time, maintain the physical fitness expected of all Navymen.

Here's a partial list of sports available: baseball, softball, football, basketball, swimming and diving, tennis, track and field, golf, bowling, table tennis, vol-

leyball, badminton, hunting, fishing, boxing and wrestling. Availability of some of these, of course, will depend upon where you are stationed. However, even if you are aboard ship, you can still take advantage of many of them. With certain changes to the basic rules, some sports can be adapted to shipboard use.

Even if it's tin can basketball or the more familiar version, you will at one time or another, have a chance to compete at any level at which you can qualify. Perhaps you are interested in sandlot competition—or maybe you are good enough to meet some of the best in the Navy and in other branches of the armed forces.

Almost every ship conducts intramural league competition and often enters teams in intra-district, intra-area and intertype competition. And then there's the All-Navy and Inter-Service Programs, where you will find tight competition with some of the best athletes in the world.

And, as you probably know, Navy athletes and teams also meet local school, college and other teams whenever possible. In addition, the Navy has established procedures whereby athletes who are of national or international caliber may compete in almost all of the various national meets, as well as the Pan-American and Olympic games.

If sideline sports are your specialty, you can; of course, watch and root for your home team. You'll find plenty of opportunity in Navy sports. You will be able to get tickets (often free or at reduced rates) to many professional events at cities near your station or home port.

#### Libraries

**I**F YOU ENJOY an occasional hour or two with a good book or magazine—or if you're a more serious reader—you will find a Navy library wherever you are stationed. The library aboard your ship or station, regardless of its size, will provide you with a good selec-



## SPECIAL SERVICES

tion of fact or fiction, adventure stories, history, biography and, in some cases, the latest magazines and more popular newspapers.

Operations of the Navy's Library Services Program are somewhat different from the Special Services. This is because the ship and station library is not intended to be limited to off-duty use as with movies, sports, EM clubs and other recreational facilities.

Whether or not you know it, your library provides you with a certain amount of professional and tech-

nical books which are needed in connection with your day-to-day work, and with advancements in rating as well as recreational reading. All Navy libraries are also stocked with information and reference books





## What's Your Game? Navy Has More Than 8000 Recreation Facilities

**T**HE NAVY's recreational programs, equipment, supplies, and many of its recreational facilities are financed with nonappropriated funds which come from Navy Exchange profits or from fees charged for Special Services activities.

Just to give you some idea of the size of the operation, here's a list of facilities located on bases and stations:

- 65 Golf courses
- 264 Swimming pools
- 1004 Bowling lanes
- 142 Gymnasiums
- 310 Hobby shops
- 199 Theaters
- 401 Recreation buildings
- 80 Marinas
- 802 Playing fields
- 992 Playing courts
- 1150 Exterior miscellaneous facilities
- 1992 Interior miscellaneous facilities
- 90 Officers' messes (open)
- 172 Officers' messes (closed)
- 132 CPO and SPO messes (open)
- 43 1st and 2nd petty officers' and enlisted messes (open)
- 100 Enlisted men's clubs.

which supplement those made available through the Navy's education and training program.

**T**HE MAJORITY of books in your ship or station library are supplied by the Library Services Branch. Each activity receives an initial allowance of books at the time of commissioning, and additional shipments periodically thereafter. Magazines and newspapers are not provided by the Bureau. They are paid for out of the ship's or station's nonappropriated funds.

To provide maximum service, the Library Services Branch tailors the book collections of a ship or station to its actual needs. The number of books and titles varies from one library to another. There is no standardized set of books forwarded to every ship or station. Collections range from a few books aboard small ships to as many as 60,000 or more volumes at large, shore-based activities.

The personnel strength of any ship or station determines the number of books the library will be allotted. Shore stations, on the average, rate two books per man, but space limitations aboard ship restrict the number to three books to every two men. This isn't, however, a hard-and-fast rule. The ratio of books may

• **BASEBALL** for Navymen and kids is only one of many sports and other leisure-time activities sponsored by Special Services at little or no cost. Others include bowling, model building, judo and skiing. What's your thing? You'll find it at Special Services.



## SPECIAL SERVICES

be lowered or increased because of space restrictions, degree of isolation of the unit, and type of duty assigned.

Men in small ships, such as submarines for example, are likely to read a great deal, as other off-duty activities are limited. Hospitalized personnel form another group in need of much reading material.

### Hobby Crafts

**I**F YOU HAVE a hobby or want to develop one, you'll usually find the help and equipment you need at most ships or stations. Included in the Navy-wide hobby crafts program are 37 different hobbies. Model building, carpentry, leather craft, painting and photography are but a few of the more popular ones.

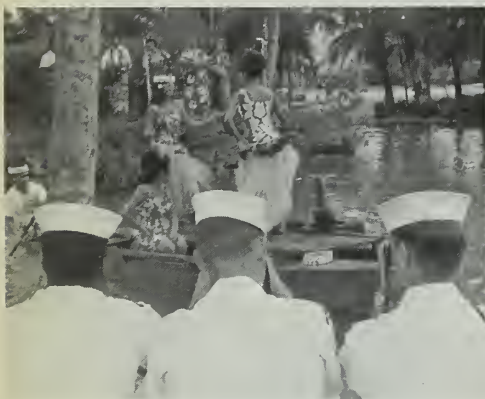
• **TOURS**, rifle ranges, hobby shops, movies, archery ranges, fishing equipment, dromo and beaches—a sampling of the varied spare-time activities provided by Special Services worldwide.

You won't find all of them aboard any one ship or station, but you'll be surprised at the wide range offered at even the smallest ship or station. More than 20 of the 37 hobbies supported by the Navy's hobby craft program are recommended for shipboard use.

One of the Navy's larger and busier hobby shops is located at NTC San Diego. It offers free instruction, locker space and use of tools and equipment in eight different sections — radio, model making, art, photo lab, jewel cutting and polishing, ceramics, leather craft and carpentry.

### Navy Clubs

**Y**OU WILL FIND officers' and petty officers' messes at shore installations throughout the Navy. The of-





ficer messes are maintained for the purpose of providing lodging, dining and recreational facilities. The CPO and other enlisted messes serve the same purpose except that they do not provide lodging facilities. You'll find officers' and petty officers' messes at almost every shore station.

The Naval Station at San Diego thinks it is the first naval activity to open a 1st and 2nd class petty officer mess. It opened its doors on 15 Mar 1957 to a crowd of 3500. NAS Oceana, at Virginia Beach, Va., is said to have the Navy's second acey-deucey club.

At Yokosuka, Japan, Navy Fleet activities operates a CPO Mess and a Petty Officers' Mess with broad services for recreation, food, entertainment, refreshments, special parties, et cetera. In addition, there is

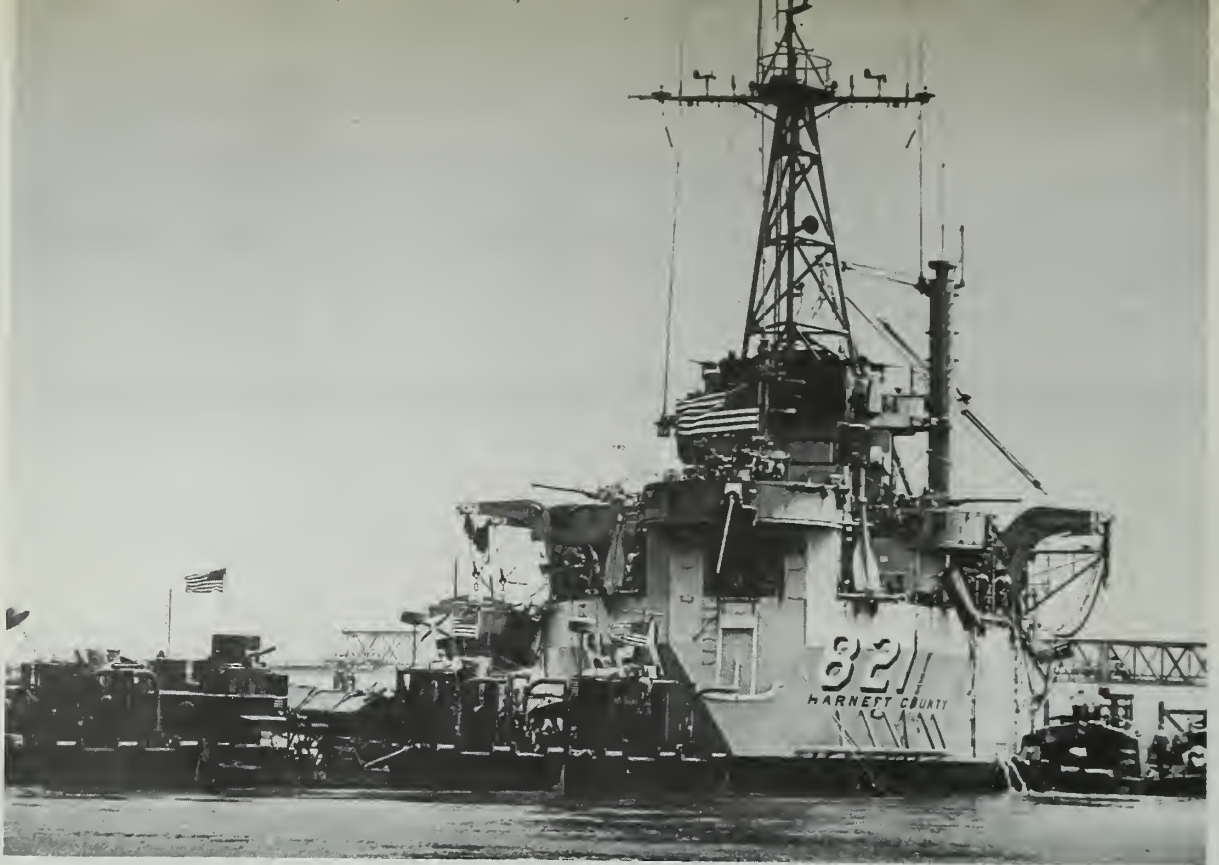
an Enlisted Men's Club at Yokosuka operated by the Navy Exchange which has been claimed to be the "largest, most colorful whitehat's club in the world."

EM Clubs are a separate program offered by the Navy on behalf of the enlisted man and his family, and are run by the Navy Resale System Office (NAVRESO).

The Yokosuka EM Club has catered to as many as 25,000 persons in one day. It features, among many other items, special judo lessons, sports programs, and three shows daily in its 1000-seat theater (the theater being operated through special services).

There'll be more on Navy recreational programs in future issues of ALL HANDS.





# **Presidential Unit Citation for Harnett County**





She was 25 miles from her element, the sea—anchored in a Vietnamese river not much wider than she was long. Enemy forces were everywhere around her; she was practically a sitting duck for attacks.

But the tank landing ship *USS Harnett County* (LST 821) performed her mission so well that she earned the Navy's highest honor for a ship: the Presidential Unit Citation "for extraordinary heroism."

She was awarded the PUC for a tour for which she had already received the Navy Unit Commendation—four and a half months in the Vam Co Dong River early last year during Operation Giant Slingshot.

According to her citation for the PUC, "The ship's performance was superb in every phase of her diverse actions"—which included providing communications, supply and repair services to her brood of river gunboats, patrol boats and assault craft; fire support for the boats and troops ashore with her rapid-fire 40-mm cannons; fuel and ammunition for helicopter gunships; medical evacuation facilities; and defense for herself against enemy swimmers, mines, rockets and grenades.

She was the southern anchor on the Vam Co Dong for the intricate Giant Slingshot operation, designed to choke off the flow of enemy troops and supplies in the area west and southwest of Saigon.

During her river tour, *Harnett County* was attacked twice by 107-mm rockets and once by rocket-propelled grenades. At least twice, other rockets aimed at the ship were captured before they could be fired.

But the greatest danger was underwater. The debris-filled, muddy river provided almost perfect cover for mines and swimmers.

To meet the threat, minesweepers made frequent sweeps around the ship at random intervals. Grappling hooks, concussion grenades, sharpshooters and sentries (with orders to shoot at anything moving in the water), and feathering collars on the anchor chains also helped frustrate enemy swimmer-sapper attacks.

Feathering collars—five-gallon paint cans with the ends removed—were pulled up along the anchor chains at intervals to cut any lines that may have been attached to the chains.

Besides protecting herself, the LST gave direct support to allied forces on land and water. An Army captain told this story, recalling his experience while leading a patrol of Vietnamese soldiers:

"The enemy began raking the area with automatic weapons fire, and they were moving in our direction. We needed fire support—and we needed it quickly.

"Then I remembered *Harnett County*.

"I called the ship on my field radio, briefly describing our situation and the location. Illumination rounds were popping overhead within two minutes. Then 40-mm cannon fire began ripping the jungle less than 50 yards from us.

"I radioed target corrections and the Navy answered with a protective curtain of firepower. . . . Another call and an even heavier barrage hit the NVA troops. Then

Army artillery was added to the fire.

"The fight was over in minutes and I ordered cease fire. The enemy had disappeared. . . . Not one of my soldiers had been hit.

"*Harnett County* saved my life that night, and the lives of the Vietnamese troops I was advising. Those 40-mm shells were a welcome sight."

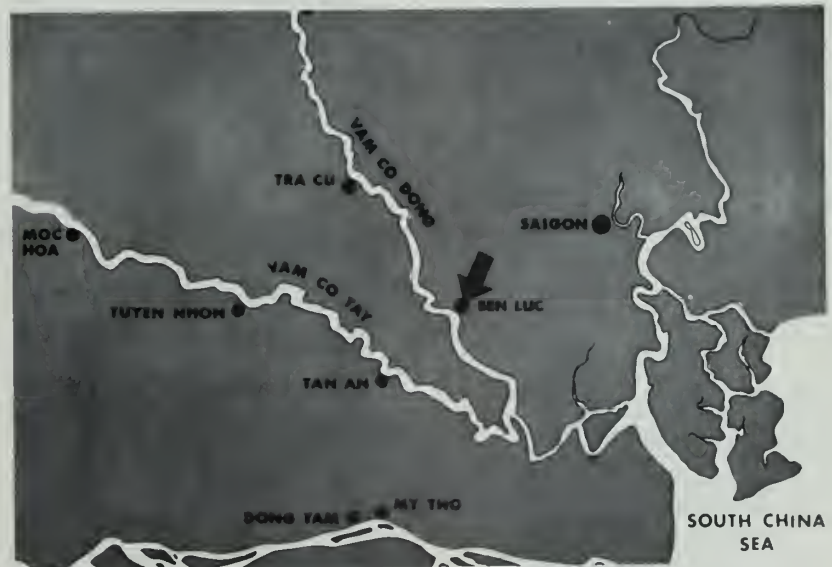
Similar experiences gave many other allied Navymen and soldiers good reason to be grateful to *Harnett County*. Her crew had passed the ultimate test of actual combat.

In the PUC citation, the President put it this way:

"Through her invaluable support efforts, *Harnett County* contributed materially to the success of riverine forces in accounting for numerous enemy casualties and the capture of vital guns and equipment.

"Despite long, dangerous hours, difficult, heavy labor under the most trying conditions, night sessions at battle stations while awaiting enemy attack, fierce enemy rocket barrages, personnel and material casualties, and the ever-present danger of mines, the morale and esprit de corps of her officers and men never faltered. Their extraordinary performance and selfless dedication throughout this period were in keeping with the highest traditions of the United States Naval Service.

"(signed) Richard Nixon."



Above left: *USS Harnett County* (LST 821) with port of her brood of river gunboats and assault craft as she rides anchor just south of Ben Luc Bridge on the Vam Co Dong River in Republic of Vietnam. Left: *USS Harnett County* (LST 821) performed her mission so well that she earned the PUC. Right: Map of Operation Giant Slingshot.

# today's navy



## LSTs Transferred to Vietnamese

Two tank landing ships, *uss Bulloch County* (LST 509) and *uss Jerome County* (LST 848) were turned over to the Republic of Vietnam in early April at San Diego. The transfer was made under the Navy's Accelerated Turnover Program (ACTOV).

Since November 1968, when ACTOV began, the U. S. Navy has turned over more than 280 ships, craft and boats to the Republic of Vietnam.

A new crew of 200 Vietnamese Navymen came to San Diego for six weeks of underway training and refresher courses preparatory to returning with the ships to Vietnam. The courses are similar to those given crews of newly activated U. S. vessels.

Both *Bulloch County* and *Jerome County* were built during World War II and recommissioned four years ago. The ships have been renamed *Qui Nhon* and *Nha Trang*.

## Seaman Saves Officer in Fire

A young Navyman, Seaman Timothy E. McKeever, USNR, has been awarded the Navy and Marine Corps Medal for heroic action that probably saved the life of an officer in his ship.

Seaman McKeever and the officer were working in the communications department of *uss Long Beach* (CGN 9), operating in Southeast Asia. While the two men were burning classified material, a can of flammable liquid exploded near the officer, setting his hands and legs afire.

"I heard a 'whoosh' and there was fire everywhere," said McKeever.

At the risk of setting himself on fire, McKeever grabbed the officer, and himself suffered painful burns as he extinguished the flames in the officer's clothing.

"My trousers were afire," he said, "and a couple of other men helped put them out."

The citation, awarding him the

Navy and Marine Corps Medal for his action, stated he was "instrumental in preventing permanent, and possibly fatal, injuries to the officer," who suffered third-degree burns over more than a third of his body.

## 29 Years of Sea Duty

The next time you bemoan the fact that your orders for a shore billet haven't come through and you feel you've been on sea duty long enough, consider the case of Chief Electrician's Mate Pershing Herrell.

He's been on continuous sea duty for 29 years; 28 of those years have been on destroyers.

Not that it's been easy. According to Chief Herrell, he's had a lot of trouble turning down numerous shore duty orders over the years.

The first question that comes to mind, of course, is why? "Because I like the Navy and prefer destroyer duty," says the chief. "It's that simple. I spent about a year on a couple of amphibious ships, but I like destroyer duty."

Chief Herrell must like destroyers. He's only been assigned to six of them — but the tours have been, to make an understatement, "extended ones."

For example, one tour on *uss Agerholm* (DD 826) lasted 11 years. And for the past 10 years, he's been on board *Buck* (DD 761).

"Actually," says the chief, "there's not much point in transferring, since the way crews change so often now, it's always like being on a different ship. I've already gone through five skippers here on *Buck*."

Chief Herrell started his destroyer career in February 1941, on the destroyer *Leary* (DD 158). He was still on board *Leary* when the ship was sunk on Christmas Eve, 1943, while searching for U-boats in the mid-Atlantic. Chief Herrell was one of 56 survivors who spent



five and a half hours in 46-degree water before being picked up.

"It was the only ship ever sunk under me," he says, "but it was enough."

For the rest of World War II, Chief Herrell was assigned to the destroyer *Waldron* (DD 699) in the Pacific, as a unit of Admiral "Bull" Halsey's Third Fleet, participating in nearly every major Pacific campaign and the strikes against the Japanese Mainland.

Some of his war experiences?

"Well, you've heard most of it, or read about it. Of course, a lot of things happened in the war that weren't written down — we just didn't have time.

"One thing a lot of people don't know, though," he continued, "is that *Waldron* was in Tokyo Bay for the Japanese surrender before *Missouri* got there. I've always been kind of proud of that."

After the war, Chief Herrell had tours on board the amphibious ships *Lioba* (AF 36) and *President Jackson* (AP 18), and the destroyers *Hank* (DD 702), *Mansfield* (DD 728), and *Agerholm*. He recalls seeing Korea five times from *Agerholm*, and Vietnam four times from *Buck*. He has logged many steaming miles during his long career.

How does his wife feel about the 29 years of sea duty? "Didn't affect her one way or another," he shrugged and then explained with a grin that he was married just a little more than one year ago.

The chief plans one more deployment on *Buck* before he retires next February. He will make his home in San Diego.

Any complaints about the Navy?

"Some days have been better than others, but you have that with any job. Because destroyers are so small, a lot of people think it would get to be a dull routine every day, but they're wrong. It's a real challenge — something different every day.

"I started in the Navy as an Apprentice Seaman at 21 dollars a month, and I think the Navy's done all right by me. It might sound corny, but believe it or not, I've enjoyed every minute of it."



**TWENTY-NINE YEARS AT SEA**—Chief Electrician's Mate Pershing Herrell, on duty as Junior Officer of the Deck, has been on continuous sea duty for 29 years.

And listening to the way Chief Herrell tells it, you believe it.

### Submarine Memorial Dedicated

On the Submarine Base at Pearl Harbor, a new memorial and submarine display honors submariners who gave their lives in WW II.

Dedicated last April, the Pacific

**Superstructure of USS Porche (SS 384)**  
of Pacific Submarine Display.



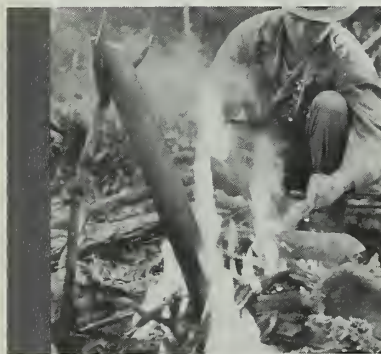
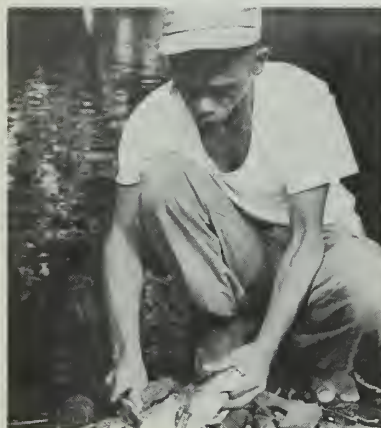
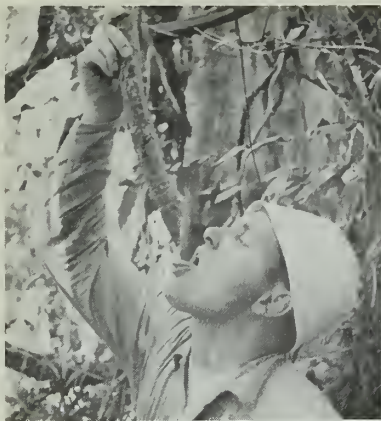
Submarine Display is divided into three sections — Past, Present and Future — and is filled with documents, motion pictures, models and equipment to recreate the past, portray the present and project the future of submarines.

The Past section contains historical donations by veteran submariners: photographs, weapons, motion pictures and equipment, including the conning tower of the submarine *uss Porche* (SS 384). (Commander Lawson Ramage, now Vice Admiral Ramage, received a Medal of Honor as the sub's skipper during WW II.)

The Present section contains displays and models of the various classes of submarines which operated in the Pacific and includes a model of a nuclear powered attack submarine.

The Future section looks toward research and development in submarines and oceanography, and includes displays on projects such as the Deep Submergence Program, Sealab and future research and rescue vehicles.

The *Porche* Memorial is located in the Submarine Memorial Park less than a two-minute walk from the display.



## JEST Is Serious Business

You bail out of your damaged aircraft and land in the jungle. You look at the chart and figure you are three or four days from the nearest friendly base.

Whether and how soon you make it back is a test few aviators ever are forced to take, but an increasing number of pilots prepare for this test each year at the Jungle Environmental Survival Training School (JEST), NAS Cubi Point, Republic of the Philippines.

Established in August 1965, JEST was designed to train carrier pilots in the conditions they might face in the jungles of Southeast Asia. The two-day course gradually became available to aviators of the other services, and now dozens of Army and Marine Corps pilots, in addition to Navy aviators and others whose duties might require knowledge of jungle survival, receive the training each week.

The JEST military staff is comprised of one Navy officer and five enlisted men, but the real experts are 15 Negrito instructors with experience in the ways of the jungle.

Students first see exhibits of jungle wildlife. They next are indoctrinated in helicopter rescue techniques and actually practice the airlift procedure. They then receive refresher training in the use of the various types of signal flares.

Next, accompanied by Negrito instructors, the students form small groups and move into the jungle. They learn to identify plants and trees that can be used for food, water, soap and medicine, and the instructors demonstrate that bamboo can be a helpful and versatile ally. Students rub bamboo stalks together to start fires, and use the material to make cooking and eating utensils.

With the instructors showing how to do it, the students build traps and shelters and spend two nights in the jungle.

Lieutenant R. W. Ritz, officer in charge of JEST, admits that "We

don't expect our students to be able to live like kings in the jungle, but we do feel the training will help them to survive . . . if they ever need it."

—Story and Photos by  
JO2 Mike Davidchik

## New Tender Care for SSNs

The first in a series of ships designed specifically to support nuclear attack submarines has been placed in commission at Norfolk.

The new ship is the nuclear attack submarine tender USS *L. Y. Spear* (AS 36).

*Spear* is the first of her kind designed from the keel up to provide logistic, maintenance and repair support for SSNs. She is 640 feet long and displaces more than 22,000 tons.

*Spear* is named after Lawrence York Spear, a submarine pioneer and naval architect.

## One Century of Weather

WHEN A 60-foot surf (repeat sixty-foot surf) pounded beach homes to a pulp on Oahu's north shore, there was little reason for giving thanks except that no lives were lost. The reason: Inhabitants of the demolished houses had been evacuated, thanks to warnings from Hawaii's weather forecasters.

The storm which had produced such a monumental surf had been observed for days in advance, enabling weather watchers to predict the advent of the angry waves as well as their height, interval and the time of their arrival.

This lifesaving service was only one which gave the U. S. Weather Service and the Navy's Fleet Weather Central at Pearl Harbor reason for pride when they celebrated the Weather Service's 100th anniversary in February.

Fleet Weather Central is staffed by 80 Navy, 13 Air Force and four U. S. Weather Bureau meteorologists whose territory stretches from the United States' west coast to the Marshall Islands and from the

Photos, left, top to bottom: (1) Novyman drinks from "water vine" chopped from jungle tree. (2) JEST instructor cleans fish caught in jungle stream. (3) Student keeps the fire going under bamboo tube containing tea made from dry leaves found in jungle. (4) Instructor pulls fish from his spear.



Arctic Ocean to the South Pole.

The weather central is administered by the Navy, but the cooperative arrangement provides a more comprehensive program than each organization could manage alone.

For example, ships and planes in the Pacific area radio nearly 3100 weather observations to the station every day, while weather satellites provide high altitude weather pictures and Fleet weather stations at Guam, Kodiak and Alameda also forward weather data. Relatively nearby stations such as those at Midway, Barber's Point and Kunia add their information to the over-all picture, too.

Sorters, readers and computers unscramble the incoming data and convert it for use in weather maps and teletype messages.

**A** BATTERY of six electro-mechanical plotters linked to Weather Central's computers are busy day and night automatically drawing weather maps. The computers, in fact, produce 159 charts and 44 facsimiles daily, leaving only 10 charts and four facsimiles to be plotted manually.

The automation relieves the forecasters of purely mechanical jobs leaving more time for interpreting the computers' analyses of the entire four-dimensional air-ocean system (latitude, longitude, air altitude and ocean depth).

Weather Central's computers now easily analyze what's happening in the ocean (on and below the surface) as well as developments in the atmosphere. At the same time,

they can have an electronic conversation with other computers thousands of miles away, chattering at 4000 words a minute.

Computers, however, are not infallible, so the machines are regularly monitored and their charts are double-checked against those drawn by the aerographers.

When Weather Central has a final product, the weather and oceanic analyses are radioed and sent by teletype in well over a thousand transmissions daily to ships, planes and airports as well as being fitted into world perspective by weather centers on the mainland.

Air Force pilots can use the daily reports on wind factors and jet streams along each of the 170 regularly used Pacific flight paths to anticipate the effects of wind on their flight plans.

Navy ships, and some commercial vessels, crossing the Pacific receive two weather forecasts from Fleet Weather Central each day. These forecasts will, depending upon the equipment on board, include either radio-transmitted facsimile weather maps or standard teletype messages showing temperatures, winds and sea states which can be expected as well as warnings of impending storms.

**N**OR DOES Fleet Weather Central ignore Hawaii's top military boss. Admiral John S. McCain, Jr. also receives a weather report of his own. Each morning an aerographer's mate delivers a closed-circuit TV weather report which includes meteorological conditions in Japan,

the Philippines, Vietnam and other locations.

The three-minute telecast, complete with weather diagrams, is beamed six days a week via microwave to the four-star admiral's briefing auditorium at CINCPAC headquarters.

The weather central's comprehensive service also helps compile a weather package carried by all planes and Navy ships (local traffic excepted) which leave Hawaii.

In recognition of the part played by local weathermen in the life of the islands, Hawaii's Governor John A. Burns proclaimed February 9th to be U. S. Weather Services Day.

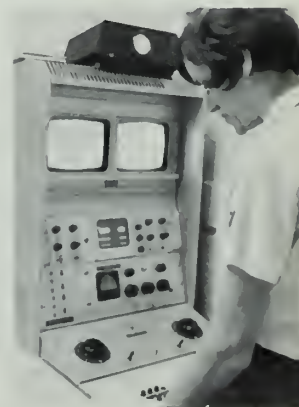
The governor stressed the importance of atmospheric sciences as a protection against the forces of nature and as an aid to the economy as well as being a convenience to the public.

—Story by JO2 Bill Honerkamp

—Photos by PH3 Bob Blackshire



Photos counterclockwise from below: In the computer center operators check input from weather stations throughout the hemisphere. (2) Two Navy men monitor a computer. (3) An aerographer's mate delivers the morning weather report. (4) Fleet Weather Central's CO goes over the day's weather charts with one of his officers.



## Drive-Safe at Sea

After spending eight or nine months aboard ship overseas, it isn't likely that you'll forget how to drive your car or cycle or camper.

But, once you merge into state-side traffic again, beware. Watch out for slow reflexes and timing. Compared to the everyday commuter, you'll probably be as agile as a six-minute miler.

To help refresh the Navyman's mind about landlubber rules of the road, commands on the west coast arrange for refresher classes to be held aboard ships returning from tours in the Western Pacific.

These classes are conducted by members of the California Highway Patrol, who generally board a ship, or ships, a few days out of port,

give their lectures, show their drive-safe films and answer questions from the crew. All this is completed before the ship ties up to the pier and the scramble for the freeways begins.

This at-sea, drive-safe program has been placing highway patrol officers on Navy ships since 1966. Currently, on the west coast, the plan calls for a trooper visit aboard every ship returning from WestPac.

Not long ago, California Traffic Officer Myron Smith spent six days at sea with three ships of Destroyer Squadron 23. He joined the group in Pearl Harbor and en route to CONUS was highlined between *uss James E. Kyes* (DD 787), *Everett F. Larson* (DD 830) and *Bronstein* (DE 1037) to give his lectures.

According to the Navy Department, in the past three years, traffic

deaths among sailors who have attended such lectures have reduced 60 per cent, and highway injuries are down 20 per cent.

Last year the Chief of Naval Operations established an off-duty motor vehicle program through which all Navy men may complete the National Safety Council's defensive driving course. The course has since been incorporated into the curriculum of all Navy schools. It consists of eight, one-hour classroom sessions on how to anticipate, recognize and avoid hazardous driving situations.

## Can Do in Community

The Seabee Team Program in Southeast Asia looks beyond the immediate needs of conflict and helps the local people learn skills they can use after the Seabees have gone home.

There are 15 teams working in the Vietnam III and IV Corps areas. In addition, there are four other Seabee teams deployed throughout the Trust Territories of the Pacific Islands.

Unlike the Seabee battalion, which concentrates on military construction, Seabee teams have the dual mission of civic action construction and civilian training. By living and working closely with the local people, the teams establish strong friendship bonds with them.

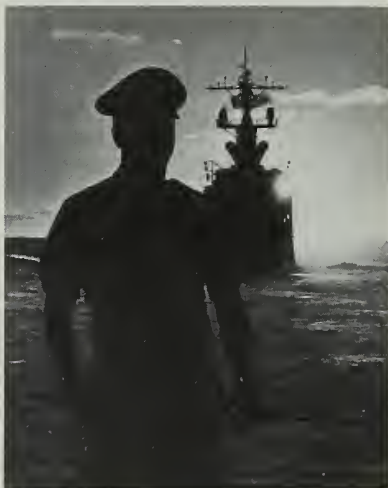
To prepare for overseas civic action, the Seabees undergo an 18-week team training course, including three weeks of intensive study which provides a working knowledge of the local language and an appreciation of the customs of the host country.

Additionally, cross-rating training enables team members to instruct others in on-the-job training in mastering skills not ordinarily assigned to their ratings. The result is that each 13-man contingent can do jobs which normally would be expected of forces three or four times its size.

This versatility is one of the keys to the success of the Seabee Team Program. During their deployments in the Republic of Vietnam, Seabee teams have taught the local people

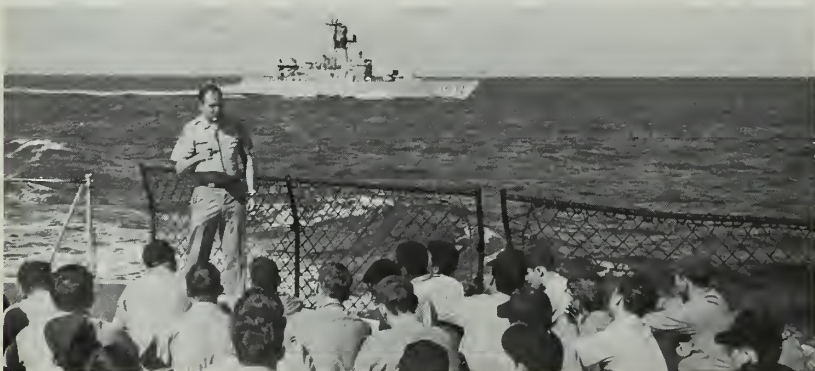


Traffic Officer Myron Smith prepares to be highlined.



Traffic Officer Smith views sunset over USS Branstein (DE 1037).

Traffic Officer Smith conducts highway safety lecture aboard USS James E. Kyes (DD 787).





to build dams, roads, bridges, schools, hospitals, public buildings, water wells, water distribution systems, sewage disposal systems and sawmills.

Vietnamese trainees have learned how to repair rock crushers and other construction equipment, and how to assist in medical treatment.

As a consequence, after the Seabees are gone, many Vietnamese will be skilled equipment operators, electricians, truck drivers, steelworkers, carpenters, masons, surveyors, draftsmen, plumbers, construction supervisors and medical assistants, capable of continuing the job of nation building.

Under the Seabee Team Program, the machine gun carried by the organization's symbolic "bee" could be supplanted by a hand extended in friendship.

### FICPAC Five-Time Winner

For five consecutive years, athletes representing the Fleet Intelligence (Pacific) Command have won the intramural athletic Captain's Cup sponsored by the Pearl Harbor Naval Station.

Last year, FICPAC teams triumphed over 20 other commands in the intramural league. It was their most successful year so far. The command's team finished first in volleyball; swimming; basketball; golf; table tennis, singles and doubles; badminton, singles and doubles; and tennis, doubles. They finished either second or third in all other athletic competition. These performances tallied 293 points for FICPAC, more than double the 142-point total of its nearest competitor.

The Captain's Cup is a rotating trophy awarded annually to the command whose sportsmen earn the greatest number of points in a field of 14 sports during a year's competition at the naval station.

If a command's teams win the top award three years in a row, they receive a representative trophy to display permanently. To date, FICPAC has one permanent trophy and is working on the last leg of a second one this year.



Above: USS John F. Kennedy (CVA 67) steams into Hompton Roads on her way to a pier lined with families and friends. Right: USS John F. Kennedy (CVA 67) is greeted as she eases up to her berth after an eight-and-one-half-month "Med" deployment with Sixth Fleet.



Left: Super patriot . . . a young boy waves three U. S. flags to welcome USS John F. Kennedy (CVA 67) home. Below left: Two children display "Welcome Home" sign as USS Yorktown (CVS 10) pulls into Norfolk. Below: One of an estimated 3000 persons on hand to welcome home USS John F. Kennedy (CVA 67).—Photos by PH1 A. Clemons, USN, and JO1 C. Huebler, USN.



## Navy Helps Amateur Sailors Stay on Course

Navy men like Damage Controlman 1st Class Stanley Fain and Fireman Roger Rakstad, who serve at the repair facility at the Da Nang Naval Support Activity, are trained to restore just about anything that floats, including rudderless 40-foot pleasure yawls.

The opportunity to work on such a craft came recently when three amateur ocean adventurers and their two-man crew sought refuge and a new rudder after spending four days adrift in the Pacific Ocean.

While the Navy men gave a hand, the owners, all civilian field engineers, told of their somewhat turbulent experience. In Hong Kong, the trio had bought the \$32,000 vessel—called *Demasiado*,

which is Spanish for “too much” — with the idea of sailing it to Saigon, although none of them had had any previous ocean sailing experience. Nevertheless, they were determined, and after acquiring two Canadians as crewmen, they set sail for Saigon, their base of operations.

On the third night out, the helmsman noticed that the boat was steering in a tight starboard circle and would not answer the wheel. Close examination of the rudder showed severe fractures in two places. Attempts to repair the damage with part of the mizzenmast and a pair of oars were unsuccessful. Then the rudder broke off completely, which prompted the crew to drop a sea anchor and think of what to do next.

According to the craft's captain,

*Demasiado* was about 150 miles from land, with the communist island, Hainan, to the north, and the treacherous coral Paracel Islands to the south.

Late the following day, a squall with swells of from 12 to 15 feet tossed the vessel for the rest of the night. One of the Canadian crewmen recalled in his diary that the men were tossed around inside the craft like dice in a crap game.

When the storm subsided, the crew hoisted sail and plotted a zigzag course toward Da Nang. It was slow going, however, since they could use only their sail to travel north or south. Their drift carried them toward shore.

All navigating had to be done by the sun and stars. And to make matters worse, all the radio gear on board was inoperable. But the drift and the zigzag course brought the craft close enough to Da Nang so that it was seen by the NSA Harbor Security boats.

To find out exactly what repairs had to be done below the waterline, Navy divers swam under the boat's keel while Fireman Rakstad, using blueprints of the boat, began making a new rudder.

To show their appreciation for the repairs made to *Demasiado*, the crew held a steak fry for all the sailors who helped replace the rudder. One topic of conversation during the meal was how, some time in early 1971, the owners plan to sail the 40-foot yawl from Saigon to San Francisco, guided no doubt by the rudder built by the Navy men of Da Nang.

## Birthday Reunion for Hector

When the repair ship *USS Hector* (AR 7) celebrated her 26th anniversary, she did so at the site of her commissioning and in the presence of many shipyard workers who helped to build her.

The event took place on 7 February at a shipyard in San Pedro, Calif., while *Hector* was midway through a routine overhaul.

After it was learned that 111 *Hector* builders were still employed

at the yard, the ship's commanding officer, Captain H. J. Racette, decided to hold a general open house for shipyard employees and their families, and to honor those individuals who actually helped construct the ship more than a quarter-century ago.

The honored guests were presented certificates of appreciation and commemorative ship's plaques during a special ceremony.

USS Hector (AR 7) steaming off coast of Japan.



## Even a Minesweeper Needs Tender Care

A destroyer has her AD; a sub can tie up alongside an AS. But has anybody ever heard of a minesweeper tender?

The Pacific Fleet has one. The only difference between it and other tenders is that it's ashore, and it's called a Mine Support Group.

Until 1968, minesweepers in the Pacific received needed repairs from CruDesPac or ServPac tenders or shipyards—which were already busy enough. Besides, the tenders





An Engineman (left) receives technical advice in the Support Group overhaul shop of Mine Support Group.



The Support Group machine shop.

weren't prepared to cope with the special problems of minesweepers.

So a new "tender" was commissioned: the Mine Support Group Pacific, housed in several buildings of the Long Beach Naval Station. Staffed with minesweeper specialists, it does almost all the jobs for its ships that an AD does for "tin cans."

Minesweepers, for protection against certain types of mines, must be nonmagnetic. They have wooden hulls; their machinery and hull systems are made of nonmagnetic materials such as bronze, aluminum, stainless steel, chromium, and even silver.

A tender specializing in steel ships would often have difficulties maintaining or repairing ships with these characteristics. The Mine Support Group, on the other hand, has experienced minesweeper men equipped to do all the special jobs the ships require.

The experience of the staff is evident: 75 per cent of the enlisted men permanently assigned to the group are PO2s and above.

They do expert maintenance work themselves — and they share the benefits of their experience in on-the-job training of the men assigned to the ships and craft of the mine force.

At regular intervals, minesweepers send their enginemen to a three-week minesweeper engine course. One week of the program is in the classroom at the Mine Warfare Training Center. The other two are given to on-the-job training

under the supervision of the support group.

During those two weeks, enginemen work under petty officers who have years of experience with the engine. They learn everything necessary for routine operation and maintenance — and how to cope with emergencies—from men who have faced the same problems many times at sea.

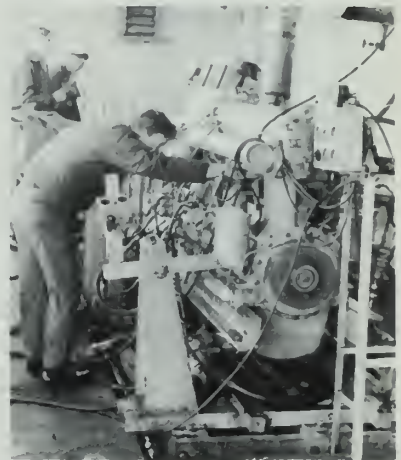
The support group logged more than 100,000 manhours in 1969 repairing equipment for mine force ships. Half of the workload was repairing and overhauling the engines.

Its 11 shops are organized to provide all necessary repair and maintenance for minesweepers: engine overhaul, work on governors and pumps, shipfitting, machine work, sheet metal work, carpentry, electrical repair, electronic repair, internal communications, and canvas work.

The engine overhaul shop can handle both turbine and diesel engines. It is equipped with a dynamometer, so that every power plant can be checked out thoroughly before it is reinstalled aboard a ship.

Besides its training and repair work, the group keeps a supply of the specialized parts needed for the mine force — parts that often are hard to find elsewhere.

In its warehouses in Long Beach, the group maintains 5000 items which aren't easily available through regular supply channels. Mine force ships in the Western Pacific formerly waited four or



Running in on overhauled engine of the Support Group requires frequent checks by Support Group experts.

five months for such parts; now they can get them within a week from the group's warehouses.

Another valuable service is providing work space for ships' crewmen to make repairs which can't be made on board because of limited shipboard space. As a bonus, the crewmen can consult with the knowledgeable staff members if they run into repair problems.

The staff is glad to help. As one of the group's officers put it, "We would rather make sure it is done right the first time than to have a maintenance problem while the ship is at sea."

It doesn't have the mobility of a ship. But the Mine Support Group Pacific makes up for it by giving its ships TLC—loving care, as in "tender."

—Story and Photos by  
JO1 Philip Weber, USN

# from the desk of the **Master Chief Petty Officer** of the Navy

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## Seven Costly Words

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GMCM D. D. BLACK

*"But we've always done it that way."*

I'm sure you've heard that line many times during your lifetime, both in and out of the service. It's an indication that a good reason or personal interest, or perhaps both, is lacking in the way people perform their duties. And

in the end, this lack affects the way other people are treated. No one seeking help or information need ever hear those seven costly words.

Likewise, today in the Navy, there is a need for a more personable approach toward our jobs and especially toward our shipmates. Generally, I don't feel we can place enough emphasis on the quality of human encounters and relationships in our society today. The Navy is no different.

Secretary of Defense Laird has pointed the way toward better working and personal relationships by instituting the Human Goals Credo. Following this incentive, the Secretary of the Navy, the Chief of Naval Operations and the Chief of Naval Personnel have placed greater emphasis on "People-to-People" programs and policies.

In our modern Navy, it should be obvious that a man is more than just someone who operates a piece of machinery, prepares food or maintains service records. Each man is an individual and should be treated as such.

This brings me to my main point: Personal Services. In the future, our Navy will be a smaller force than it is now, but of a better quality than ever before. We will have fewer ships, but they will be greater ships with increased versatility, efficiency and capability. We will also have fewer sailors. But they will be better sailors, because training programs will be strengthened and competition for advancement will be keen. We cannot allow these men to be victims of an outmoded and basically unfriendly class of service which is characterized by "But we've always done it that way."

If the Navy is going to keep its high-quality

people it will have to treat them like high-quality people. But too often, the quality of treatment is judged at the contact point, and is in the hands of the Navyman who is not interested in the Navy's retention efforts or even his own job. So he does not put forth his best effort to effect a good working relationship with a shipmate seeking help or assistance.

The young sailor of today has demonstrated maturity and a sense of responsibility. He is taught from the day he enters recruit training the importance of teamwork and that the Navy functions as a team. Therefore, he naturally assumes that after leaving "boot camp" he is a full-fledged member of that team and will be treated accordingly. But sometimes he isn't.

Unfortunately, some of our people who deal directly with other people, are unable, or perhaps unwilling, to establish a workable rapport at the contact point with another individual. This negativism in attitude is blatantly apparent and leads to friction, which results in the eventual poor handling of a man's problem, which in turn results in an aggravation of that problem instead of the alleviation of it.

Of course it is recognized that not every rating has the opportunity to deal directly with people on a professional level. But people in ratings which do have contact with others — specifically those in the ratings of Personnelman, Yeoman, Hospital Corpsman, Postal Clerk, Commissaryman, Disbursing Clerk and Ship's Serviceman — should realize that their attitudes are part of their jobs; a good demeanor is their duty; and the personal services they perform are very important to the man who comes asking for them.

Hospital patients particularly, should be afforded special attention and care, for they are in no position to look out for themselves. Good personal services can come from the command as well as the individual to the man confined in a hospital bed. Commands should not neglect their hospitalized men, but should take greater interest in them and keep them informed and up to date with regard to their families, personal effects, pay, correspondence courses and advancement exams.

But for the average sailor, the places he is most likely to seek help and attention, and where he should receive them, are perhaps the personnel and disbursing offices, the chow line or the barbershop. Men working at these locations should be made aware of the importance of their professional outlook and behavior. If someone comes into their office looking for help, that person should be told that someone will help them shortly, if everyone is busy at the moment. It's only common courtesy, and Senior Petty Officers in these positions should ensure their men are conscious of courtesy. Don't make the man feel you're doing him a favor. It's your responsibility and part of the job of your rating to be helpful and courteous. And you'll be surprised what it can do for others.



# bulletin board

## Changes in Navy Pro Pay for Critical Skills

**S**EVERAL CHANGES in the pro pay system for critical skill ratings and NECs will go into effect 1 July with Change 3 to BuPers Inst 1430.121.

- The Avionics Technician (AV) rating will move up a notch, from \$50 to \$75 a month.

- The rates of pro pay for 17 NECs will change up or down, and one NEC which was scheduled to be dropped from the system (TM-0721) has been reinstated.

- Four NECs which now have an adequate number of careerists have been designated for termination of pro pay beginning 1 July. The pay for these specialties will be reduced gradually over the coming years.

- The new rating of Ocean Systems Technician (OT) will become eligible for \$75 a month pro pay on 1 September.

Here are the NECs affected by the change, with the level of pro pay for each effective 1 Jul 1970:

P3 (\$100)—ST-0451, ST-0455, ST-0456.

P2 (\$75)—RD-0313, RD-0314, RD-0316, RD-0317, RD-0318, RD-0319, RD-0334, 3313, 3316, 3317, 3318, 3319, 3391. As mentioned above, the AV and (on 1 September) OT ratings will also receive pro pay at this level.

P1 (\$50)—TM-0719, TM-0721.

The four NECs designated for termination of pro pay are MT-1317, RM-2393, 8394 and GM-0873. The first three are now receiving \$75 a month, while the last is at the \$50 level.

Monthly pro pay for each of the specialties being terminated will be reduced by \$25 every year until the amount reaches zero. For example, MT-1317s will begin receiving \$50 a month pro pay this July, will receive \$25 monthly beginning in July 1971, and then will stop receiving pro pay in July 1972.

**T**O BE ELIGIBLE for pro pay, you must:

- Be a career-designated petty officer holding one of the eligible ratings or NECs listed on page 44. "Career-designated" means that you have served, or have obligated yourself to serve, a total of seven years or more on active duty.

- Be assigned to and working in a billet identified with an eligible rating or NEC.

- Be recommended for pro pay by your CO.

- Have completed at least 21 months of active service (which must be continuous if it includes any active duty for training).

- Have at least six months' continuous Navy service immediately before you receive pro pay.

If you hold a rating conversion code ending in "99,"

you aren't eligible for pro pay. You'll have to wait until you enter a rating or NEC which is eligible.

BuPers Inst 1430.121 contains other details on pro pay, including guidelines on such special cases as a man holding one pro-pay-eligible NEC while working in a billet coded with a different (but related) NEC, or master and senior chiefs in compressed ratings. For this information, see the basic instruction or the ALL HANDS roundup on pro pay, April 1969, p. 44.

**I**N THE NEW LISTING, some NECs appear as three digits followed by an "X." For instance, ST-045X means that all NECs beginning with the figures 045 are eligible for pro pay at the indicated level.

In some of these cases, a few NECs are not eligible. They are indicated by the word "less," for instance, "ST-048X (less 0489)." This means that all NECs beginning with 048, except 0489, are eligible for pro pay at the indicated level. (In this case, however, ALL STs, including 0489s, are eligible at a lower pay level.) The pro pay listing appears on the following page.

Asterisks (\*) in the pro pay list denote specialties which will change to the indicated level effective 1 July. (In the case of the OT rating, it's 1 September.)

The box at the end of the list shows the present status of specialties which have been designated for termination of pro pay. Figures in parentheses are the amount of pro pay which men in these ratings and NECs will receive beginning 1 July. Their monthly pro pay will continue to decrease by \$25 every year until it is eliminated.

For instance, men holding NEC MT-1317 will receive \$50 a month beginning 1 Jul 1970, \$25 beginning 1 Jul 1971, and no pro pay after 1 Jul 1972.

### Shore Commands Will Act to Resolve Car Parking Problems

Parking your car can be a problem on some bases now. But the situation will improve soon.

OpNav Notice 11000 of 19 Mar 1970 reports the findings of the Career Motivation Conference that parking facilities are not adequate in many places—especially in Fleet homeports. It directs those concerned at high command levels to do something.

What is done will depend on the situation at each individual command. In many cases, however, part of the solution will be to reassign the parking places that already exist.

The notice says that individually assigned spaces should be held to a minimum because, although they are usually the best spaces, they are the most poorly utilized. One suggested solution to this problem is to

group such spaces into a single parking classification, and then to issue 10 to 20 per cent more passes than spaces. This would insure full use of the reserved spaces; latecomers who hold passes would occasionally have to use parking of a lower classification.

Building new parking spaces will not be feasible in many situations because of its high cost—ranging from \$500 a space for level ground to \$3000 in high-rise parking buildings. Commands are being encouraged to explore less expensive actions.

Alternatives could include interim leasing of commercial parking facilities near the base, bus service to established fringe parking areas during peak hours, or other solutions, depending on the local situation.

Whatever specific actions are taken at your base, they'll all be for the same purpose: making it easier for you to find a place to park.

## Here's a Good Rule for Correspondence—Be Neat, But Don't Sacrifice Promptness

It isn't unusual for a command to take pride in the accuracy, clarity and neatness of its correspondence but the Chief of Naval Personnel thinks such virtues can be carried too far.

It is, of course, necessary for a letter to be accurate and clear but a neat letter doesn't do much good if it

arrives late for action.

Letters shouldn't be delayed simply to make them perfect. Retyping correspondence to remedy typographical errors or minor errors in format is neither necessary nor desired.

The Chief of Naval Personnel, Vice Admiral Charles K. Duncan, says that if a letter addressed to him has erasures or pen-and-ink corrections, it's OK as long as the correspondence is legible.

## Government Travelers Are Also Eligible for Airline Discounts

Navy men who issue transportation requests can often save government money simply by taking advantage of special discount fares offered by commercial airlines.

By exercising a little ingenuity in itinerary arranging, the T/R issuing officer and the traveler may find it is possible to take advantage of round-trip excursion fares, the family plan, air-shuttle and youth reservation fares, the weekend fare plan or off-peak hours fares. The itinerary, of course, must meet the restrictions imposed by each of the special fares.

When special discounts can be used, firm reservations should be procured and the travel request should specify the type of fare which applies.

## HERE'S REVISED LIST

<b>Rating</b>	<b>P3 \$150</b>
AQ	<b>Skill</b>
DS	Aviation Fire Control Technician
	Data Systems Technician

<b>NEC</b>	<b>Eligible Ratings</b>
ET-1541	ET, RM, AT, CT
ET-1542	ET, RM, CT

<b>NEC</b>	<b>P3 \$100</b>
	<b>Eligible Ratings</b>

ST-042X	ST
ST-043X	ST
(less 0436, 0439)	
*ST-045X	ST
ST-048X	ST
(less 0489)	
ST-0491	ST
ST-0492	ST
ST-0493	ST
TM-074X	TM
(less 0744, 0745)	
FT-115X	FT
(less 1151, 1152)	
FT-117X	FT
FT-119X	FT
(less 1199)	
ET-1539	ET, RM, CT
330X	FT
(less 3301)	
332X	ET
3331	ET

3332	ET
3333	ET
3337	ET
3339	ET
335X	MM, EN, ET, EM, IC
(less 3359)	
338X	MM, EN, ET, EM, IC, BT
(less 3389)	
5311	(any)
5341	(any)
AQ-796X	AQ, AT
(less 7965, 7966)	
AQ-7973	AQ, AT

<b>Rating</b>	<b>P2 \$75</b>
	<b>Skill</b>
AT	Aviation Electronics Technician
*AV	Avionics Technician
AW	Aviation Antisubmarine Warfare Operator
CTI	Communications Technician (Interpretive Branch)
CTM	Communications Technician (Maintenance Branch)
CTO	Communications Technician (Communications Branch)
CTR	Communications Technician (Collection Branch)
CTT	Communications Technician (Technical Branch)
ET	Electronics Technician
FT	Fire Control Technician
*OT	Ocean Systems Technician
ST	Sanar Technician



Travel requests issued for youth reservation fares should indicate (on the reverse side) the traveler's date of birth and state that the price includes purchase of a youth identification card.

### More Allowances for Education Under GI Bill Programs Administered by VA

More than 777,000 veterans and servicemen and wives, widows and children are receiving increased educational allowances under legislation which bolstered financial aid under the G. I. Bill and other educational programs administered by the VA.

The increases are automatic and retroactive to 1 Feb 1970.

Here's a summary of the statute (PL 91-219):

- Unmarried veterans who study in a full-time college program receive \$175 monthly. The old monthly rate was \$130.

- Veterans with one dependent receive \$205 a month. Those with two dependents receive \$230, and those with more than two receive \$230 plus \$13 for each additional dependent.

- Rates are scaled downward for less than full-time students. Single students who attend three-quarter time receive \$128 a month; \$152 monthly is paid to those with one dependent; \$177 with two dependents,

and an additional \$10 a month for each additional dependent. Half-time G. I. students will receive \$81 if they have no dependents, \$100 with one dependent, \$114 with two dependents plus \$7 for each additional dependent.

- The rate for a single veteran under the vocational rehabilitation program was increased from \$110 to \$135 a month for full-time students. A veteran with one dependent will receive \$181 a month, two dependents \$210, and \$6 more for each additional dependent. These rates are also scaled downward for less than full-time students.

- For wives, widows and children receiving allowances under the dependents educational assistance program. These rates are also scaled downward for less is \$175; three-quarter time students \$128; and half-time students \$81.

The new law also includes special programs for servicemen with educational handicaps. One, the pre-discharge education program, pays for schooling of educationally disadvantaged servicemen before discharge without charge to earned basic entitlement.

In addition, the law provides for an intensification of VA's "outreach" program, to contact and counsel veterans, widows, and children of certain disabled veterans about government education opportunities.

## OF ENLISTED PRO PAY

NEC	Eligible Rotings
*RD-031X (less 0312)	RD, AC
RD-033X (less 0336, 0337, 0338)	RD, AT
GM-098X	GM
GM-099X (less 0999)	GM
ET-154X (less 1544)	ET, RM, AT, CT
RM-231X (less 2312)	RM, CT
RM-2333	RM
RM-2395	RM
DP-272X	DP
DP-277X	DP
* 331X	MT
334X	TM
* 3391	CE, EO, CM, SW, UT, HM

### P1 \$50

Roting	Skill
GMT	Gunner's Mate Technician

NEC	Eligible Rotings
TM-0718	TM
*TM-0719	TM
*TM-0721	TM
IC-4722	IC, EM
IC-4724	IC
5342	(any)

The following ratings and NECs are scheduled for termination of pro pay. Figures in parentheses show the amount of monthly pro pay each will receive effective 1 Jul 1970 as pro pay is phased out.

### Terminations from P2—\$75 (\$50)

NEC	Skill
MT-1317	Instrumentation Technician
RM-2393	Special Fixed Communication System Operator
8394	QH-50 (DASH) System Intermediate Maintenance Technician

### Termination from P1—\$50 (\$25)

NEC	Skill
GM-0873	S"/54 Maunt (Mk 42) Maintenanceman

### Terminations from P2—\$75 (\$25) (Designated for termination 1 Jul 1969)

Roting or NEC	Skill
AX	Aviation Antisubmarine Warfare Technician
TM-0745	Advanced Undersea (Mk 45/Mk 102 Warhead) Weaponsman
GM-0891	ASROC Launching Graup (Mk 16) Maintenanceman
ET-1544	Communication Security Devices (KW-37R) Technician
EN-4356	SSN/SSBN Auxiliary Equipment Technician
IC-4737	Submarine Steering and Diving Control Technician



# EXAM CENTER

## Where your know-how is put to the test

**P**ARTICIPATING in a Navy-wide competitive examination is as much a part of Navy life as liberty or mail call. And it's a safe bet to assume that every man who joins the sea service will have had at least one of these tests under his belt before he picks up his separation papers.

These professional and military examinations are the stepping-stones to advancement in rate and are so designed to select from among those certified as qualified for advancement, the *best qualified* to sew on new crow's—or stars at the senior and master chief petty officer levels.

Careers in the Navy are sometimes made—or forsaken—as the direct result of advancement letters published and distributed by the Naval Examining Center. Knowing this, and realizing the tremendous consequences associated with the pass/fail results of a competitive exam, the Navy has developed a refined system to insure the majority of hopefuls the fairest possible chance for advancement.

Only too often the purchase of a new home, boat, automobile, television or other major appliance—and even marriage—are sometimes influenced directly by the earning of a new stripe.

Herein, the Naval Examining Center plays a major role in the over-all picture of a man's Navy career.

**L**OCATED on Green Bay Road at Great Lakes, Ill., the Naval Examining Center is staffed by at least one

chief petty officer for each of the Navy ratings. His job is to develop examinations at the various pay grade levels, guided by the *Manual of Qualifications for Advancement* (NavPers 18068B). This publication is available in all personnel offices ashore and afloat and should be sought as a reference by everyone preparing to participate in a Navy-wide exam.

When constructing any examination, an *item writer* (as the chief is called) may dip below the prescribed qualifications to sample a topic. For example, when assembling a PO1 test, the chief may ask several questions based on qualifications at the PO3 or PO2 levels. He may not, however, go to a CPO qual for the PO1 test. Qualifications are established by the Bureau of Naval Personnel at appropriate pay grade levels only if at least 51 per cent of the Navy population in that pay grade perform the task or are expected to be able to perform the task.

The chief exam writer is assisted in his duties by a civilian education specialist and a military advisor.

The first step the item writer takes before he begins to construct an exam is to prepare a Test Plan and Outline. At this point, the chief decides into how many sections his exam will be divided (at least six



Sailors of various ratings on board USS Ban Homme Richard (CVA 31) off the shores of Vietnam take a break from combat to battle the current advancement examination. On facing page: U. S. Naval Examining Center at Great Lakes, Ill., is the central control point for preparation, distribution and scoring of Navy advancement in rating exams.



Ban Homme Richard's sailors receive E-4 examination sheets, seeking the opportunity for more pay and responsibility.

sections with a minimum of 12 questions in each) and which qualifications will be sampled within each section.

ONCE THE Test Plan and Outline is prepared, the chief confers with the education specialist and the military technical advisor to insure that the contents of the proposed test will adequately sample a variety of the qualifications listed for advancement. After this has been done, the chief goes to his "bank" of items which have been proven satisfactory in previous exams. He selects a number of items which fall into the qualifications category to be covered in his test.

Does he select *easy*, *hard* or *average* items? How are they so rated? To answer these questions we must look into the world of the data processing machine.

Following each test cycle, every item of every examination is electronically evaluated on a very small piece of paper and data is provided to the Naval Examining Center and to the item writer. At a glance this information indicates the pay grade, the rating, the number of candidates participating in the exam, the date the exam was taken, the exam series number,

the item's sequence in that particular exam, the percentage of candidates who responded correctly, and the selecting factor, or the power of a single item to separate the well prepared candidate from the poorly prepared candidate.

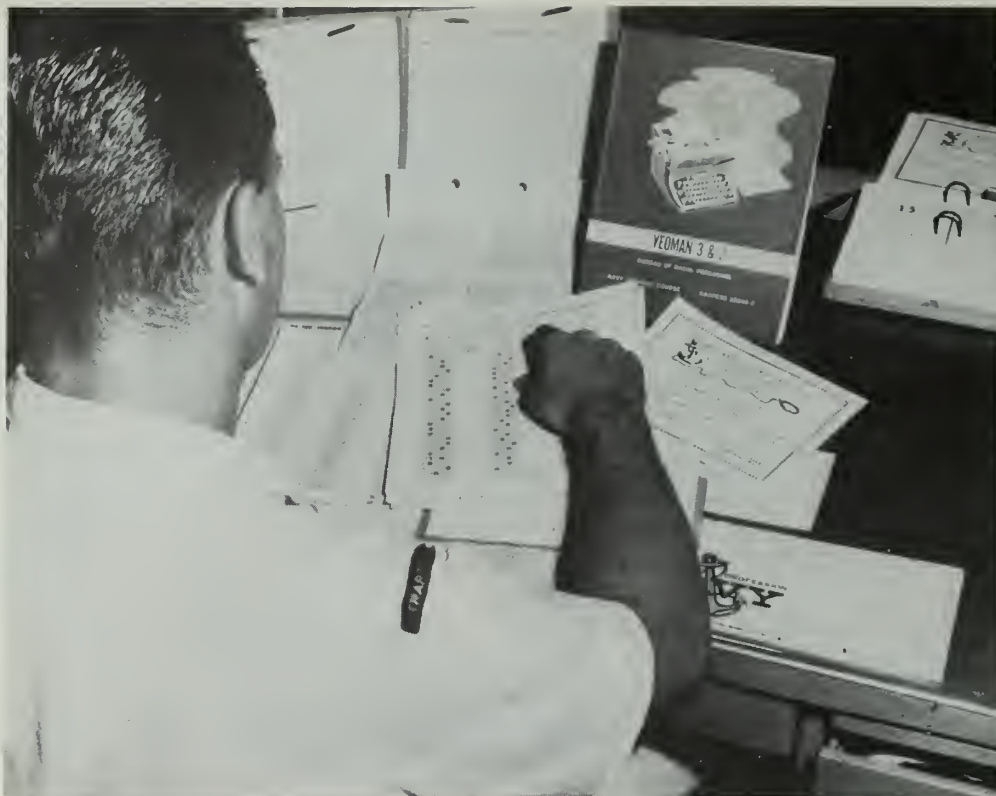
Finally, the percentages of the test takers who selected the three wrong answers are shown. The number of persons selecting the various alternatives is again electronically broken down to tell what percentage of those who passed and failed the exam selected the various answers.

So, a good item is one that selects properly—the good guys from the bad guys.

SOME QUESTIONS, following statistical evaluation, are proven easy while others are hard. But the extremely easy ones (called giveaways) and the extremely difficult ones (call them what you may, but they represent those questions for which a very low percentage of the test takers respond to the correct answer) are either rewritten or discarded.

By selecting items of moderate value, where, for example, 50 per cent of those candidates who responded to a particular question came up with the correct answer, the Exam Center can inject into an exam a known or proven degree of difficulty.

Once these bank items are selected, a chart or graphic picture is prepared and the relative grades of difficulty are indicated beside each of the selected



Ship's office personnel grade technical courses, prepare course completion certificates, check practical factor sheets, order advancement in rating exams and keep service record up to date with entries. A right: This complex data equipment was already in use at the Naval Examining Center a decade ago to provide scores in Navy enlisted examinations.

## Concerning Exams for Advancement:

### TRUE OR FALSE?

**T**OO OFTEN, when it comes around to examination time, the sea lawyer crawls out of his rack and starts giving "advice" on how to take the test. Trouble is, his knowledge on the subject is about as accurate as a one-legged field goal kicker.

Here, for example, are samples of the type of UNSOUND CONSULTATION he is likely to give. (We've followed each of them with correct, sound facts, in italics, provided by the Naval Examining Center.)

- If you fail the military section, you fail the entire test. *(It is the over-all number of 150 questions answered correctly that counts.)*

- You're getting out soon on 19 and six. Don't worry, the Navy will give you chief to keep you in. *(Only if you pass the test and have sufficient multiple. The computers read only the answer sheets — 19 and six does not compute.)*

- Because you failed the 'Admin' section — or any other professional section — you were not rated. *(Again, it is the over-all number of correct answers which tells the story.)*

- The same exam is given every three years.

*(Each exam is constructed as new for every test series; however, some old items are used.)*

- Sixty per cent of any exam is based on the previous exam. That's why anyone who took the last test has the advantage. *(Bilge water.)*

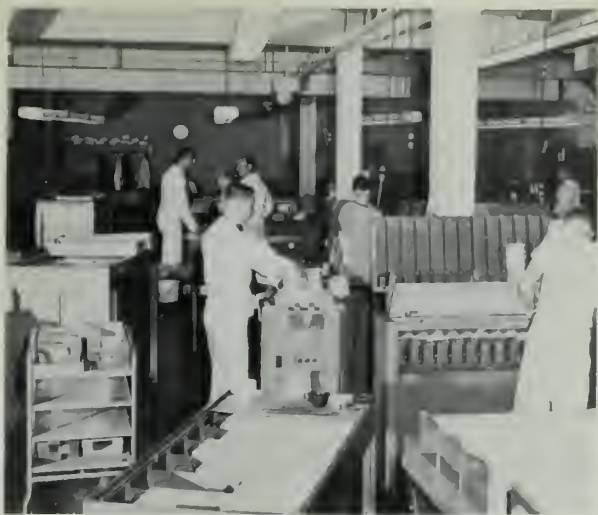
- You can't possibly make rate because Joe Sailor has 15 years' service and you have only three. *(Many sailors join the Fleet Reserve without making chief. On the other hand, many Navymen are CPOs with only two hashmarks.)*

- No questions are written from the Blue Book study guide until it has been in the Fleet for at least two years. *(Item writers begin their work from the new Blue Books — training manuals — as soon as they are distributed. The Exam Center and the Fleet receive the Blue Books at the same time.)*

- TARs or Inactive Reserves take away from the rate allotment set for active duty men. *(TAR personnel compete separately within their own community, and advancements are authorized based on vacancies within the TAR allowance structure. Inactive Reserve advancements are completely separate from active duty advancements and do not affect numbers.)*

- Errors on the 1430/2 Form (dealing with your multiple) cannot be corrected once the exam has been taken. *(Notify the NEC, via your CO, immediately upon clarification of an error on the*





qualifications. The item writer then goes to his manuals, study guides and secondary references and gathers information which will help him to construct questions, open-end statements or problems to complete the remainder of the exam. He is guided entirely by his Test Plan and Outline, as directed by the *Qualifications Manual*.

Every question or open-end sentence must be clearly presented to the candidate and contain all of the

facts needed to arrive at a logical conclusion. The candidate must know what is being asked—to understand the problem—in order to select the correct or best answer.

**W**HAT is a passing mark? Who determines the cut-off scores? In both cases, it is the candidates themselves who set their own standards by their examination scores.

For example, if a majority of candidates—say 500 out of 800 tested—come up with an average raw score of 105, that is, the number of questions answered correctly out of the 150 questions being asked, then the Navy standard score of 50 is assigned at the 105 level. Ideally, the statistics will indicate that two-thirds of all test participants scored between the converted values of 40 and 60, with 50 being the top (or center) of the bell curve. Those who scored above 105 are rated high average (above the average level), excellent, or superior, while those who answered less than 105 questions correctly will be graded low average, low or poor.

Remember, this grade is a relative standing of only those candidates who took the same test for the same rate as yourself. In other words, all BM2s compete against each other for BM1 stripes.

A passing grade will vary with each pay grade. At the PO3 level a low average score is needed to pass; the PO2 candidate needs an average score; the PO1 hopeful requires a high average; and the sailor looking forward to a chief's cap must score in the above

1430/2. The corrected multiple will be applied to your score.)

- Some questions have no correct answers. (There is one correct or best answer to every question.)

- Some questions have all correct answers. (There is only one correct answer to every question.)

- There is usually one magic answer (1, 2, 3 or 4) which appears more than the other three. (We've all heard these: Pick 1 and run, choose two and go, select three and see, elect four and score. Test passers do not use this technique, however.)

- If unsure, select answers 1 or 4 because there are more correct of these than 2 or 3. (It's safe to assume that on a 150-question test, with four alternatives, the answers will be proportionately spread over the entire spectrum.)

- There's a definite pattern; the answers on one side of the answer sheet should correspond to the other side of the sheet. (Bilge water.)

- Practice exams may be procured from the Examining Center. (The Center does not offer, and never has offered, "practice" exams.)

- If there's more than one correct response, all or both are considered correct. (Only one of the answers is correct.)

- Substitute exams are the same as those given on the normal testing date. (Substitute exams are entirely different from those administered on the normal test date.)

- Some questions are off the top of the item writer's head; there is no reference to the question in the prescribed study guide. (All questions are referenced in one of the prescribed bibliographies.)

- The Exam Center determines how many people will be advanced. (These figures are determined by the Bureau of Naval Personnel.)

- Entire examinations are rerun periodically. (A new exam is constructed for every test cycle.)

- Passing grades do not vary within rate and rating. (Not true.)

- If you quota'd the last exam, you'll have a better chance to pass the next test. (Keep in mind that the computers do not remember how you did last time around; therefore, if you are not rated, although you passed the exam, you will have to be reexamined during the next exam cycle. Stay sharp, know your job.)

- If you don't know the answer, leave the space blank; don't guess. (Since every question should be answered, an intelligent guess is much better than leaving a blank space.)

Learn all you can about taking advancement examinations, then rely on sound advice—your own.

average category. In this way the Navy ensures that a member gains greater proficiency in his rate as he climbs the advancement ladder.

It is the over-all number of questions answered correctly out of the 150 questions on the test which determines the passers from the failers. It is possible that you may do poorly in two sections of an eight-part test, but if you did extremely well in the remaining sections, your name may very well be listed on the promotion list with the first increment.

**O**NCE YOUR STANDARD SCORE is computed, and it is determined that you passed the test, your multiple is added to produce a final multiple. This figure indicates precisely where you stand within your particular pay grade and rating.

Final multiples are broken down as follows, with the highest possible score attainable established at 185 points:

Exam (raw) score—maximum in standard score 80
Performance factor—an over-all 4.0 earns 50
Time in service—1 point for each year, maximum 20
Time in rate—2 points for each year, maximum 20
Awards—Points vary by awards, maximum 15

All multiple information, with the exception of your exam score, is computed by your personnel office. Check all information on the form 1430/2 at the time you take the test. Be sure you're getting all the credit to which you are entitled; a point or two lost here could easily cost you that new crow.

Your over-all performance factor is obtained by averaging the marks you received from your superiors in the five traits listed on your semiannual evaluation sheet. Since there are a possible 50 points to be gained here, the performance factor counts heavily and may greatly influence the difference between promotion and being "quota'd" — PNA'd — passed but not advanced.

**C**OMPARE SM2 Smith, who earned a 3.84 over-all trait, to SM2 Jones, who averaged a final 3.24. While it doesn't appear much of a difference, the converted multiple tells a different story. Smith's converted 3.84 becomes 45.20 points of the possible 50, while Jones' 3.24 becomes a 27.20 — a difference of 18 points. Jones will have to answer correctly many more questions than Smith does just to keep in the running.

(To figure quickly your own multiple, multiply your assigned mark by 30, then subtract 70.) All performance marks below 2.50 are automatically assigned a performance factor of zero.

Writing examinations is not easy, judging (as many of you already have) by the fact that they are not giveaways. They are, after all, prepared to determine the *best qualified* for advancement.

When you were recommended by your commanding officer to take the exam, he did, in fact, certify

to the Exam Center that you are eligible and ready for advancement in all respects. You had completed the necessary training courses, proven yourself to your superiors by completing the required practical factors, demonstrated that you are capable of handling the responsibilities of the next higher pay grade, and that you are a good shipmate.

Therefore, if no limitation or ceiling on rates was established by BuPers (as directed by CNO) and money was not an object to be considered, you would be rated immediately — without an exam. But we do have ceilings and money is a factor. So, from all candidates certified fully qualified, the Exam Center must determine who is best qualified. That, in a nutshell, is the mission of the Naval Examining Center.

**W**HEN YOU SIT DOWN to take your next examination for advancement or rating conversion, keep the following tips in mind:

- Understand completely the question being asked before looking at the four alternatives. Many candidates fail a question (or an entire exam) because they misread or misunderstood the question.

- Erase all errors completely from your answer sheet. These papers are graded by an electronic scanner and any indication of more than one selection per item is automatically scored as a miss. In less than one second the computer will grade your entire 150-question exam.

- There are no trick questions or items designed to trip the candidate. All questions have a logical answer that can be referenced in one of the prescribed bibliographies.

- Each question has a weight of one. No one item will count more than any other single item.

- Three hours are allotted to you for taking the exam. Use all of your time. If you finish early, scan your selections for completeness.

- Leave the tough questions until later; go back and work on these after you've finished the entire exam.

- Don't lose your place and mark your answers in the wrong blocks.

- Answer all questions, even those you believe to be wrong or obsolete. These wrong or faulty questions will be deleted on the day you take the exam by the item writer, who takes the same exam as you do (and on the same day) to insure its correctness and currency.

- Be sure you tear the last page from your exam booklet. The subject matter and qualifications sampled on your test are listed here. In the event you fail the test, or are quota'd, the profile card provided by the Exam Center will indicate your relative standing in the various sections as compared to those men throughout the world who took the same exam for the same rate.

- Finally, don't listen to the sea lawyer. Hit the books and burn that midnight oil. You'll be better prepared to pass the next examination and you'll be better prepared to serve the Navy in your day-to-day activities.

—JOCS Bob Williams, USN.



# Going Ashore? Seavey B-70 Sets New Rules

**S**EAVEY SEGMENT B-70 is well underway. Orders for men being transferred from sea to shore under this segment will be sent out from June through October.

So if you were eligible for shore duty this time, you probably know it by now. If you weren't, the information below will be useful in figuring your chances for shore duty in the future.

Several of the major changes in procedures and rules in this segment may affect you in your next sea-to-shore transfer. Here they are:

- Data Systems Technicians, along with some ETs, TMs and FTs with certain NECs, have joined the growing list of ratings being detailed centrally by the Bureau of Naval Personnel, and are no longer included in the Seavey system.

- Navymen in rates marked with an asterisk (\*) in the list below need only 14 months of obligated service for transfer ashore, rather than the usual 24.

- Qualified POIs in a few ratings may be transferred to shore duty up to a year early if they volunteer for duty as instructors, recruiters or recruit company commanders.

- For your information, every cutoff date has been moved.

In general, if your present sea duty tour began during or before the month listed below for your rate (or, in one case, NEC), you are eligible for transfer ashore under this Seavey if you meet the eligibility requirements.

Here are the rules in brief. (For more details on the Seavey process, see ALL HANDS, December 1969.)

## Seavey Eligibility

**Y**OU MUST HAVE held the rate listed on 1 Mar 1970.

If you were advanced after that date, your Sea Duty Commencement Date (SDCD) is the one for your old rate. If you were reduced in rate after 1 March however, your SDCD will be figured from your new lower rate. If you are changing your rating, the SDCD for you is the one for the rating to which you are converting.

You must have active obligated service to September 1972 or later, if your rate is not marked with an asterisk. If your rate does have an asterisk, your active obligated service must be November 1971. In either case, if your present enlistment expires before the required month, you must extend or reenlist to gain the necessary obligated service before you are eligible for transfer ashore under Seavey.

You must have been serving in an on-board-for-duty status at your present command on 1 Mar 1970.

If you are on toured sea duty or overseas shore duty that counts as sea duty for rotation, your Tour Completion Date (TCD) must fall during the B-70 transfer months: October 1970 through January 1971.

## Vey Reports

**B**Y THE TIME you read this, you will probably already have given your duty preferences in an

interview in your personnel office, and that information has been sent to the PAMI for your area. Normally, you can expect to receive your orders between June and September 1970, and you will be transferred between October 1970 and January 1971.

As in the previous Seavey segment, not enough men in some ratings have been extending for Seavey to fulfill the Navy's needs ashore. Therefore, men in those categories (marked with an asterisk in the list) will be required to have obligated service only to November 1971 to be eligible for transfer—if, of course, they meet the other requirements.

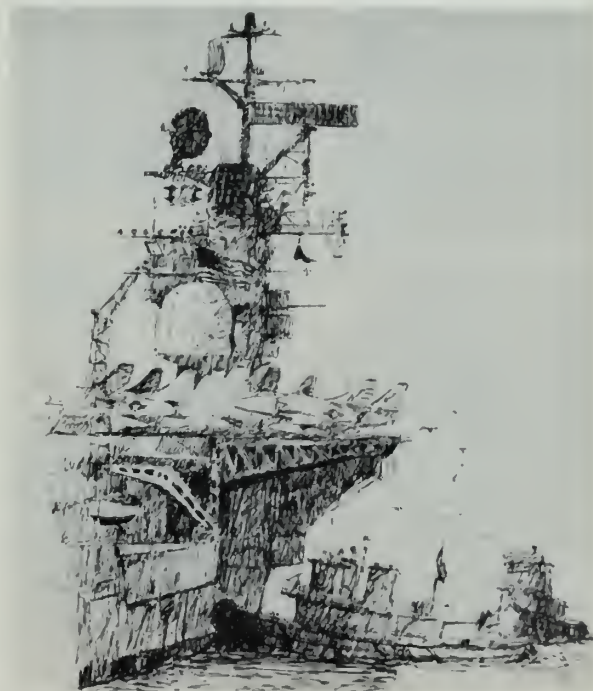
If you're in one of these asterisked rates, you might be worried when the Enlisted Distribution and Verification Report (BuPers Report 1080-14) shows your Vey status as 21—meaning that you're ineligible because of insufficient obligated service. Don't be alarmed. No matter what the 1080 says, you are eligible for transfer ashore in this Seavey segment as long as your obligated service extends to November 1971 or later. (Again, that's assuming you are eligible on the other counts—SDCD, on-board-for-duty status, TCD, and so on.)

**T**HE FOLLOWING ratings and NECs do not appear on the Seavey list because, effective on the dates given, they are being detailed directly by BuPers:

RATING	NEC	DATE
DS	A11	1 Apr 70
ET	332X, 333X, 1317	1 May 70
TM	334X	1 May 70
FT	1317	1 May 70

Separate BuPers notices will set rotation procedures for men in the above categories.

**F**IRST CLASS petty officers in certain ratings may go ashore as much as a year early if they volunteer and are selected for instructor, recruiter or recruit



# bulletin board

company commander duty. A qualified BT1, for instance, may be transferred to any of the three kinds of duty this year if his SDCD is February 1964 or earlier.

Eligible rates for this special rotation are as follows:

- For classroom instructor duty: BT1, DC1, IC1, SF1, and ST1.
- For recruiting duty: BM1, BT1, QM1 and SF1.
- For recruit company commander duty: BM1, BT1, QM1, SF1 and SM1.

If you are in one of these rates and would like to volunteer, note these requirements:

Your SDCD must be no more than a year later than the SDCD listed below for your rate.

If you are serving on arduous sea duty, you must have at least one year aboard your present command as of 1 Apr 1970.

If you are serving on toured sea duty or overseas shore duty which counts as sea duty, your TCD must fall during the transfer months of Seavey Segment B-70: October 1970 through January 1971.

And, of course, you must meet the qualifications listed in Chapters 4 and 5 of the Transfer Manual for recruiter, instructor or commander duty.

If you are eligible, you may request early transfer ashore by submitting an Enlisted Transfer and Special Duty Request Form (NavPers 1306/7). If you measure up to the above, you can expect transfer between October 1970 and January 1971.

As you know, recruiter and instructor billets are available throughout the U. S., depending on your rating.

Here, now, are the cutoff dates for Seavey Segment B-70:

RATE	DATE	FTG1	Jun 65	SH3	Dec 62	*ICFN	Oct 65	UT3	Jul 66	*AEAN	Jan 68
BM1	Jul 63	FTG2	Jun 65	SHSN	Dec 62			UTCN	Jul 66		
BM2	Jul 63	FTG3	Jun 65			SF1	Mar 64			AMS1	Jan 68
BM3	Oct 64	FTGSN	Jun 65	JO1	Oct 68	*SFM2	Oct 66	ADR1	May 68	*AMS2	Jan 68
BMSN	Oct 64			JO2	Oct 68	*SFM3	Oct 66	*ADR2	May 68	*AMS3	Jan 68
		FTM1	May 66	JO3	Oct 68	*SFMFN	Oct 66	*ARD3	May 68	*AMSAN	Jan 68
QM1	Nav 62	FTM2	Feb. 66	JOSN	Oct 68			*ADAN	May 68	AMH1	Jan 68
QM2	Jun 65	FTM3	Feb 66			*SFP2	Oct 66	ADJ1	May 68	*AMH2	Jan 68
QM3	Jun 65	FTMSN	Feb 66	PC1	Oct 66	*SFP3	Oct 66	*ADJ2	May 68	*AMH3	Jan 68
QMSN	Jun 65			PC2	Oct 66	*SFPFN	Oct 66	*ADJ3	May 68	*AMHAN	Jan 68
		MN1	Jan 68	PC3	Oct 66			*ADJAN	May 68		
SM1	Sep 62	MN2	Jan 68	PCSN	Oct 66	*DC1	Dec 64			AME1	Jan 68
SM2	Sep 62	MN3	Jan 68			*DC2	Jan 67	*AT1	Jan 68	*AME2	Jan 68
SM3	Sep 62	MNSN	Jan 68	LI1	Jul 68	*DC3	Jul 66	*ATR2	Jan 68	*AME3	Jan 68
SMSN	Sep 62			*LI2	Jul 68	*DCFN	Jul 66	*ATR3	Jan 68	*AMEAN	Jan 68
		ET1	May 68	*LI3	Jul 68			*ATRAN	Jan 68		
RD1	Mar 66	ETN2	Oct. 67	*LISN	Jul 68	EA1	Jan 68	*ATN2	Jan 68	PR1	May 68
RD2	Mar 66	ETN3	May 67			EA2	Jan 68	*ATN3	Jan 68	*PR2	May 68
RD3	Apr 65	ETNSN	May 67	MM1	Oct 63	EA3	Jan 68	*ATNAN	Jan 68	*PR3	May 68
RDSN	Apr 65	ETR2	Aug 67	MM2	Jan 66	EACN	Jan 68			*PRAN	May 68
		ETR3	Mar 67	MM3	Oct 62			AX1	Jan 68	AK1	May 68
ST1	Nav 65	ETRSN	Mar 67	MMFN	Oct 62	CE1	May 67	*AX2	Jan 68	*AK2	May 68
STG2	Nav 65					CE2	May 67	*AX3	Jan 68	*AK3	May 68
STG3	Jun 65	RM1	Oct 67	EN1	Jul 64	CE3	May 67	*AXAN	Jan 68	*AKAN	May 68
STGSN	Jun 65	*RM2	Aug 67	EN2	Mar 67	CECN	May 67				
STS2	Nav 65	*RM3	Aug 67	*EN3	Dec 67			AO1	Jan 68	AS1	Apr 68
STS3	Jun 65	*RMSN	Aug 67	*ENFN	Dec 67	EO1	Sep 66	*AO2	Jan 68	*ASE2	Apr 68
STSSN	Jun 65					EO2	Sep 66	*AO3	Jan 68	*ASE3	Apr 68
		YN1	May 68	MR1	Jul 65	EO3	Sep 66	*AOAN	Jan 68	*ASEAN	Apr 68
TM1	Apr 66	*YN2	Oct 68	*MR2	May 66	EOCN	Sep 66			*ASH2	Apr 68
TM2	Apr 66	*YN3	Oct. 68	*MR3	May 66			ABE1	Jan 68	*ASH3	Apr 68
TM3	Apr 66	*YNSN	Oct 68	*MRFN	May 66	CM1	Sep 66	*ABE2	Jan 68	*ASHAN	Apr 68
TMSN	Apr 66					CM2	Sep 66	*ABE3	Jan 68	*ASM2	Apr 68
		*CYN3	Aug 67	BT1	Feb 63	CM3	Sep 66	*ABEAN	Jan 68	*ASM3	Apr 68
GMM1	Nav. 66	*CYN5N	Aug 67	BT2	Jun 65	CMCN	Sep 66			*ASMAN	Apr 68
GMM2	Nav 66			BT3	Oct 62			ABF1	Oct 67		
GMM3	Jun 66	SK1	Jan 66	BFTN	Oct 62	BU1	Jan 67	*ABF2	Apr 67	HM1	Feb 68
GMM5N	Jun 66	*SK2	May 68			BU2	Jan 67	*ABF3	Oct 67	*HM2	Feb 68
		*SK3	May 68	BR1	Jul 64	BU3	Jan 67	*ABFAN	Oct 67	*HM3	May 68
GMT1	Aug 68	*SK5N	May 68			BU5N	Jan 67			*HN	May 68
GMT2	Aug 68			EM1	Aug 62			ABH1	Jan 68		
GMT3	Aug 68	CS1	Feb 66	*EM2	May 66	SW1	Jan 66	*ABH2	Jan 68	SD1	Oct 65
GMT5N	Aug 68	CS2	May 67	*EM3	Aug 65	SW2	Jan 66	*ABH3	Jan 68	SD2	Oct. 65
		*CS3	Oct 68	*EMFN	Aug.65	SW3	Jan 66	*ABHAN	Jan 68	SD3	Oct 65
GMG1	Oct 64	*CSSN	Oct 68			SWCN	Jan 66			TN	Aug 67
GMG2	Sep 64			IC1	May 63			AE1	Jan 68		
GMG3	Sep 64	SH1	Nav 63	*IC2	Oct 65	UT1	Jul 66	*AE2	Jan 68	NEC	
GMGSN	Sep 64	SH2	Dec 64	*IC3	Oct 65	UT2	Jul 66	*AE3	Jan 68	S332	Jul 66

\*Rates in which only 14 months' obligated service is required to November 1971.



# These Publications Could Save Your Life

ONE OF THE PRINCIPAL ways the Navy Safety Center at NAS Norfolk, Va., helps to promote safety in aviation and other operations is through various safety oriented publications. There are currently seven such publications with automatic distribution to aviation squadrons, ships and staffs. Some also are distributed to naval air stations and other appropriate shore activities.

Each publication is aimed at a primary audience, with most of the material intended for aviation personnel.

- *Approach Magazine*, the Naval Aviation Safety Review, is published monthly for the professional benefit of all levels of naval aviation. *Approach* contains articles on flight operations, flight surgeons' notes, maintenance commentaries and short features. The standard distribution of *Approach* is 25 copies per unit.

- *Mech* is a quarterly publication primarily for enlisted aviation maintenance personnel and supervisors. *Mech* contains general and specific information directed at the reduction of maintenance errors and ground handling mishaps. Standard distribution: 25 copies per unit.

- *Fathom* is published quarterly for all hands but is of special interest to submariners and surface ship personnel. It contains articles of general educational interest, statistics on accidents and incidents and provides recommendations for enhancing shipboard safety. *Fathom* is the counterpart of *Approach Magazine*. Its distribution presently is limited, but one copy for each 10 Navymen is anticipated in the future.

- *Crossfeed* is a monthly newsletter published in two parts: *Cockpit* and *General*. This provides a medium through which the experiences of operators of specific aircraft can be shared with others who operate the same aircraft. The standard distribution is two copies per unit. *Cockpit Crossfeed* is intended for the commanding officers, pilots and flight crew-members of specific aircraft. It contains sections prepared by aircraft analysts for types of aircraft based on selected accident, incident and ground mishaps, as well as "Howgozit" accident rate tables. *General Crossfeed* is primarily for maintenance managers and personnel concerned with specific aircraft. It contains notes directed toward the solution of maintenance problems for particular aircraft, sections on specific maintenance areas, personal/survival equipment, facilities, accident investigation and NATOPS (Naval Air Training and Operations Standardization) status reports.

- *Weekly Summary of Major Aircraft Accidents*. Primarily for command consideration, this summary contains safety discussions, accident briefs, statistics and safety tips. Standard distribution is two copies per unit.

- *Ships Safety Bulletin*. This monthly publication

counterpart of the *Weekly Summary of Major Aircraft Accidents*, contains articles on current shipboard safety problems, trends, accident briefs and statistics. Standard distribution is two copies per unit.

- *Bioenvironmental Safety Newsletter*. Published quarterly for commanding officers, safety officers and medical department personnel and contains articles on accident prevention in the fields of aviation medicine, on surface ships and submarines, in diving and salvage operations, industrial activities and driving safety. Standard distribution is one copy per unit.

- *Emergency Airborne Escape Summary*. Published annually to apprise commands, operators and other interested agencies of the use of naval aircraft escape systems. Compiles data on ejections, bailouts and ditchings of Navy and Marine aircraft. Selected addressees receive one copy on an official-use-only basis.

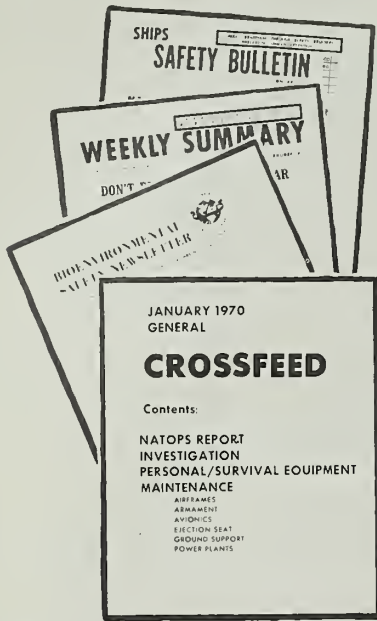
IN ADDITION to the above publications, posters which feature various aspects of operations at sea, in aviation and ashore, are distributed by NavSafeCen upon request.

The Naval Safety Center maintains a computerized address list for machine-managed distribution of its publications. Commands should ensure that their address on labels and envelopes are correct. Notify the Safety Center, Safety Education Department, NAS Norfolk, Va. 23511, if there is an error or when a change of address occurs. (continued on next page)



Be sure to refer to the identifying numbers which appear on the label above the address.

A great deal of the material in Safety Center publications, particularly in *Approach*, *Fathom* and *Mech*,



is submitted by Fleet and training commands. If you have some safety-related experience that might help others, pass it along to the Safety Center.

And, as is the case with ALL HANDS Magazine, safety center publications should be read and passed along to other interested Navymen.

## 2300 Reserve Officers Will Get Early Release from Active Duty

Early releases from active duty for officers will continue during fiscal year 1971, as announced in NavOp 07/70. About 2300 are now scheduled to leave the service during the year.

The officers being released early will all be Reservists on their first active duty obligation. This program, like the earlier phase (ALL HANDS, October 1969), is designed to help the Navy meet its tighter budget.

Early releases will take place throughout fiscal 1971, beginning in July 1970. Most of those selected had original Release from Active Duty (RAD) dates in FY 71; however, a large number of 1105s whose RAD was scheduled in FY 72 will also be released during the upcoming fiscal year.

Names of about 1500 of the officers being released were announced in a general message in April. The remainder will receive orders at a later date.

Whether further releases will be needed during the fiscal year will depend on studies of the impact of the present program on the officer corps.

Officers who do not want early release will be given the opportunity to request augmentation, an

active duty agreement, or an extension (at least a year beyond the minimum obligated service) for a normal tour of duty. Any officer making such a request will not be released before final action on it is taken by the Chief of Naval Personnel.

The early release program does not apply to officers who are serving in Vietnam, nuclear trained, nurses, or determined by CNP to be "essential to command functions."

Aviation officers are not exempt from early release; however, the number of releases in this community will be kept to a minimum.

Different release criteria must be used for the varying needs of different forces and officer communities. Within the limits set by operational needs, however, every officer will be given equitable consideration.

## Phase Three of Three-Month Early Out Program for EMs Is Nearing Completion

PHASE III of the Navy's three-month early-out program, announced by NavOp 05/70, is nearing completion. This phase, like the previous ones, is designed to save money so that the service can meet its reduced budget for fiscal 1970.

In general — subject to the restrictions listed below — enlisted men who were originally scheduled to leave the service in July, August and September of this year were eligible to be released in April, May and June, respectively.

Phase III is governed by the same basic rules as the original program, reported in ALL HANDS, October 1969. In particular, the most important rule remains in effect: no Navyman will be forced out early if he wants to stay in, provided he is recommended for reenlistment. Most of the ground rules for any future phase of the program are expected to be the same.

Both Regular and Reserve enlisted men are eligible for the early release from active duty. As in previous phases, however, men in the following situations are *not* eligible for an early out under this program (though some of them are eligible under others):

- Those who don't want out, provided they are eligible for reenlistment.
- Men whose Expiration of Active Obligated Service (EAOS) has been brought back to July, August or September by some other early-out program—for instance, early release to attend college.
- Men currently attached to units of the 6th or 7th Fleets or the Middle East Force. However, these men will be released within 30 days after their return from deployment. Ships scheduled to deploy to these forces in a month in which early separation is authorized will usually separate men who are eligible for an early out in that particular month.
- Men serving in-country in the Republic of Vietnam or on non-rotating ships. A separate set of regulations provides for early release at the end of such tours in some cases.

- Reservists on active duty for training.



- Aliens who do not have a Reserve obligation and who want to qualify for U. S. citizenship by completing three years' military service.

- Navy men in medical or disciplinary status. They may be separated after completing the required disciplinary action or treatment.

- Those scheduled for transfer to the Fleet Reserve or the retired list.

- Men wishing to complete 18 months' active service to qualify for full GI Bill benefits.

A separate program is also in effect for crewmen of units being decommissioned or inactivated. Details are in Chapter 30 of the *Transfer Manual*; the rules were outlined in ALL HANDS, November 1969.

Commands concerned are to continue using procedures separately prescribed for Construction Group VIII ratings and other personnel eligible for release upon completion of prescribed tours in the Republic of Vietnam. (See BuPers Note 1306 of 24 Nov 1969 and NavOp 8, 1970.)

**I**F YOU AREN'T in any of the above categories, and your EAOS is now scheduled for September or earlier, you're eligible for separation about three months early — if you want it.

The exact date of release depends on your command. If the command is separating its own personnel, release may be at any time during the proper month — not necessarily day-for-day exactly three months before your original EAOS. If your EAOS month is September, you may be separated anytime in June.

However, if the command must transfer you to some other activity for separation, you'll go to the separation activity no later than the 15th of the month, to be sure that you're out before the month ends.

If you've extended for advancement and then are released early, you won't be reduced in rate.

Reservists separated early under this program won't lose eligibility for veterans' benefits. For most benefits, only six months or more of active duty is required; and anyone who was discharged for a service-connected disability doesn't even need to have been in that long. Of course, separation must be other than dishonorable for a veteran to qualify for VA benefits.

**E**ducational aid under the GI Bill is given on the basis of one and a half months of aid (or the equivalent in part-time assistance) for each full or partial month of active duty after 31 Jan 1955, up to 18 months of service. A veteran who has served 18 months or more is entitled to 36 months of educational aid.

Reservists who are released early will be subject to recall under the same circumstances as those who completed the full two years of active duty.

And, to repeat: if you're recommended for reenlistment, you don't have to accept early release if you don't want it. In the words of NavOp 5:

“ . . . Primary emphasis must be upon the reenlist-

ment of the well qualified, career-motivated petty officers who are the Navy's greatest asset . . . Prospective candidates must be afforded every opportunity to take advantage of the many programs available to the professional Navyman and to acquire the necessary obligated service by reenlistment or extension of enlistment. The need for increased retention of highly qualified and motivated personnel is still great and will continue to be. . . . ”

That sums it up. If you want to stay in and can make the grade, the Navy needs you.

If you don't — good luck on the outside.

### These Motion Pictures are Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Rome Adventure* (C): Drama; Troy Donahue, Angie Dickinson.

*The Man Who Shot Liberty Valance*: Western; James Stewart, John Wayne.

*The Devil at Four O'Clock*: Drama; Spencer Tracy, Frank Sinatra.

*Lonely Are the Brave*: Western; Kirk Douglas, Walter Matthau.

*Can Can* (WS) (C): Musical Comedy; Frank Sinatra, Shirley MacLaine.

*The Music Man* (WS) (C): Musical Comedy; Robert Preston, Shirley Jones.

*The Spiral Road* (C): Adventure Drama; Rock Hudson, Burl Ives.

*Six Black Horses* (C): Western; Audie Murphy, Dan Duryea.

*Robin and the Seven Hoods* (WS) (C): Musical Comedy; Frank Sinatra, Dean Martin.

*The Canadians* (WS) (C): Drama, Robert Ryan, John Dehner.

*Lover Come Back* (C): Comedy; Rock Hudson, Doris Day.

*The Iron Petticoat* (C): Drama; Bob Hope, Katharine Hepburn.

*The Secret of Santa Vittoria* (WS) (C): Comedy; Anthony Quinn, Anna Magnani.

*Alfred the Great* (WS) (C): Drama; David Hemmings, Michael York.

*Lock Up Your Daughters* (C): Comedy; Christopher Plummer, Susannah York.

*One Step to Hell* (C): Drama; Ty Hardin, Pier Angeli.

*The Brain* (WS) (C): Comedy; David Niven, Jean-Paul Belmondo.

*Captain Nemo and the Underwater City* (WS) (C): Adventure Drama; Robert Ryan, Chuck Connors.

*The Sterile Cuckoo* (C): Drama; Liza Minelli, Wendell Burton.

*The Madwoman of Chaillot* (C): Comedy; Katharine Hepburn, Charles Boyer.

## Rules on Nonreassignment to Vietnam Spelled Out for Wounded Navymen

Navymen wounded in combat in Vietnam and hospitalized in the United States 30 days or more are now considered to be ineligible for reassignment to Vietnam or its adjacent waters.

This policy change was announced in BuPers Inst. 1300.39B, which also listed three other nonreassignment categories.

Specifically, an individual — either officer or enlisted — wounded as a result of hostile action in Vietnam or its adjacent waters will not be reassigned to Vietnam duty if he is:

- Hospitalized in CONUS (including Hawaii and Alaska).

- Hospitalized 30 days or more with hospitalization being completed outside Vietnam (this condition applies only if the individual was hospitalized on or after 14 Jan 1970).

- Wounded on two separate occasions and requires treatment in a hospital for longer than 48 hours for each wound.

- Wounded three times, regardless of the nature of the wound or treatment required for each wound.

Wounds received as a result of noncombat injuries are not admissible as justification for nonreassignment to Vietnam. Nor are hospital ships serving on Vietnam duty considered to be "outside Vietnam" when figuring the location of hospitalization.

After an individual completes his medical treatment and returns to full duty, under the conditions described above, he will be reassigned to duty outside Vietnam. This could include ships and units which deploy to the contiguous waters of Vietnam on a ro-

tating basis, but does not include nonrotating ships and units which are assigned duty in Vietnam or its adjacent waters.

Reassignment of officers is determined by BuPers after consideration of their physical classification for duty.

## Air Stations, Ammo Facilities and Other Activities Affected by Base Reductions

The Department of Defense has announced that steps are underway to consolidate, reduce, realign or close down certain military activities in the United States and Puerto Rico.

For your information and rotation planning, here are naval installations which will be affected:

- NAS Brooklyn, N. Y., will be closed.

- NAS Los Alamitos, Calif., will be closed.

- NAS Seattle, Wash., will discontinue flight operations.

- The Naval Ammunition Depot at Bangor, Wash., will be inactivated.

- The Naval Ordnance Station at Forest Park, Ill., will be inactivated.

In addition, civilian personnel levels will be reduced at many major industrial activities as a measure which corresponds with reduced workloads. These include:

- Shipyards — Philadelphia, Pa.; Bremerton, Wash.; Portsmouth, N. H.; Boston, Mass.; Mare Island, Calif.

- Ammunition Depots — McAlester, Okla.; Crane, Ind.; Hawthorne, Nev.

- Weapons Stations — Concord, Calif.; Seal Beach, Calif.; Yorktown, Va.

- Air Rework Facilities — Jacksonville, Fla.; Alameda, Calif.; Cherry Point, N. C.

## Project Transition Site Officer

Here's a letter to the Transition Site Officer at Naval Station Philadelphia:

SIR: I am a Chief Hospital Corpsman who serves in Puerto Rico with a Mobile Construction Battalion. I will transfer to the Fleet Reserve in November after 21 years of service.

My request for transfer to your Project Transition site for 90 days of training before I retire has been turned down. I'm told that 10 days at the site is all I can expect.

I'd like to stay in the medical field and work in either administration or supply, but how can I possibly do so with only 10 days of Transition training?—HMC O. B. B., USN.

The reply to this letter by the Transition Site Officer made a point which needs no elaboration. Here it is:

Dear Chief:

It's true that 10 days at our site is all you can expect. This is because you have a low priority for training, considering your many years of experience in a civilian-related skill area.

In other words, you probably do not need train-

ing, as such, because you have already had training and experience in the field.

However, don't write Transition off, because we can still do plenty for you—maybe even find you the job you want.

For starters, if you will send us whatever information about yourself you think is appropriate, we'll get to work on a job referral before you even arrive at the site. But be sure to state where you want to settle, and if you can be flexible in this regard, the chances of finding what you want are vastly improved. Most of our contacts are in the Delaware Valley area, but we have job placement resources in all the states.

At the very least, we have counseling services which may help you determine which part of the medical field you would like the best, or in which you are best qualified to work.

In short, even though you will have only 10 days at our site before your separation, Project Transition already has started to help you. I personally believe there are any number of civilian employers who will be anxious to hire you. For more on Project Transition see last month's ALL HANDS (page 30).

(Signed) Project Transition Site Officer.



# Commendations Listed for Ships and Units

**M**ORE AND MORE ships and units continue to render performances which have earned for them the Navy Unit Commendation or the Meritorious Unit Commendation.

The list below, based upon BuPers Notice 1650 of 15 Dec 1969 in addition to citations by the Secretary of the Navy and the Chief of Naval Operations, supplements the names of those to be found in the February 1970 and November 1969 issues of ALL HANDS.

When a ship or station is cited by the Secretary of the Navy or by the Chief of Naval Operations, every man on board during the period designated is eligible for the award.

Navymen who are on active duty and Naval Re-

servists in organized units, if they are eligible for the award, usually receive the award automatically. Their commanding officer furnishes the Chief of Naval Personnel with the number of men eligible for the award and the ribbon bars and facsimiles of the citation are forwarded to the command for distribution.

Documentary evidence in service records is sufficient to establish eligibility. If such records do not exist, an affidavit that you were in a ship or serving with a unit during the eligibility period is sufficient.

Questions concerning the right to wear a unit award should be submitted to Pers-E, Bureau of Naval Personnel.

Here's the current list:

Navy Unit Commendation	
Apache (ATF 67), White Sands (ARD 20), and Trieste II	3 February—7 Oct 69
Corol Sea (CVA 43) and Attack Carrier Air Wing 15	10 Oct 68—31 Mar 69
Harbor Clearance Unit 1	15 Mar 67—1 Jul 69
Naval Construction Battalion Center, Gulfport	16 August—1 Oct 69
Naval Security Group Activity, Kamiseya, Japan, (including its subordinate detachment at Misowa)	1 May 67—30 Apr 69
Mullinnix (DD 944)	18 February—31 Jul 69
Roch Gio Interdiction Group (Task Group 194 6)	7 November—17 Dec 68
Ronger (CVA 61) and Attack Carrier Air Wing 2	29 Nov 68—10 May 69
River Assault Flotilla 1	5 Mar 68—24 Jan 69
Sanctuary (AH 17)	10 Apr 67—10 Apr 69
Staff, Commander Iceland Sector, ASW Group	1 May 67—31 Jul 68

Patrol Squadron 24	1 Nov 68—31 Oct 69
San Joaquin County (LST 1122)	1 Apr 68—30 Jun 69
Task Group 87.0/83.1	1 April—11 Jul 69
Ticonderoga (CVA 14) and Attack Carrier Wing 16	18 February—7 Sep 69
Underwater Demolition Team 12	3 Dec 67—6 Sep 68

In addition, the following units are eligible for the NUC awarded *Intrepid* (CVS 11) and Carrier Air Wing 10 for the period 6 Jul 1968 to 16 Jan 1969:

Attack Carrier Air Wing 10  
Attack Squadron 36  
Attack Squadron 66  
Attack Squadron 106  
Carrier Airborne Early Warning Squadron 121, Det 11  
Light Photographic Squadron 63, Det 11  
Tactical Electronic Warfare Squadron 33, Det 11  
Fighter Squadron 111, Det 11  
Helicopter Combat Support Squadron 2, Det 11

The following are additional units eligible for the NUC awarded *Jouett* (DLG 29) for the period 18 Feb to 29 Jun 68:

Helicopter Combat Support Squadron 7, Det 107	11 February—19 Mar 68
Helicopter Combat Support Squadron 7, Det 105	31 May—16 Jun 68

The following is in addition to the units eligible for the NUC awarded *Intrepid* (CVS 11) and Carrier Air Wing 10 for the period 6 Jul 1968 to 16 Jan 1969:

Cascade (AD 16)	13 February—8 Apr 66
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Corrections:

The PUC awarded Delta River Patrol Group for the period 31 Jan 68 to 9 Apr 68:

Seal Team 2, Det Alpha, 7th Platoon, instead of Seal Team 1, Det Golf, 7th Platoon

The dates for the NUC awarded Support Activity Da Nang have been extended to 16 Aug 66 to 15 May 69. The NUC awarded Mine Division 12, Det 1, 27 November to 15 Dec 67 has been changed to Mine Division 112, Det 1.

Meritorious Unit Commendation	
Air ASW Group 5, consisting of Harnet (CVS 12) and Commander Air ASW Air Group 57 and Parsons (DDG 33) Davidson (DE 1045) Richard B. Anderson (DD 786) Shelton (DD 790) Ernest G. Small (DD 838) Lafberg (DD 759)	24 Oct 68—2 May 69
Ajax (AR 6)	1 Jul 68—1 Oct 69
Communication Station, San Diego	1 Jul 67—31 May 69
Fighter Squadron 33	1 Oct 67—11 May 68
Hugh Purvis (DD 709)	26 Sep 68—10 Mar 69
Mars (AFS 1)	15 Sep 68—28 Aug 69
Naval Facility, Adak	December 68—May 69
Mine Division 91	1 Oct 65—30 Jun 66
Naval Communication Station, Com Ronh Bay	31 May 68—31 May 69
Naval Magazine, Guam	1 Jul 66—1 Jul 69
Naval Reserve Intelligence Division 11-1	5 Aug 66—1 Feb 68
Navy Research and Development Unit, Vietnam	1 Jan 68—1 Mar 69
Newport News (CA 148)	13 Dec 68—13 Jun 69
Officer in Charge of Construction, Naval Facilities Engineering Command Contracts, Thailand	1 May 65—1 Jul 68

# Letters to the Editor



## When to Dip the Ensign

SIR: I have read that a United States ship always dips its ensign when a passing foreign ship does so provided the government of the foreign ship is recognized by the United States. The U. S. ship, however, never dips first.

Can you tell me the origin of this tradition?—YN3 J. R. B., USN.

• *Dipping the ensign is a practice which harks back to the days of sail. In those days a merchant vessel approaching a warship on the high seas was required to heave to and clew up its canvas to indicate honesty and willingness to be searched.*

*As you can well imagine, this procedure was troublesome and dipping the ensign eventually became a time-saving substitute for conveying the same message.*

*As time passed, dipping the ensign became a courtesy, of sorts, but still carried with it the connotation of surrender; hence, U. S. Navy ships don't observe the practice unless a foreign merchant ship considers dipping a sufficiently important custom.*

*When they do, the U. S. Navy ship returns the courtesy.—Ed.*

## Uniform Rumors

SIR: I have heard that:

• A medal will be struck to accompany the Combat Action Ribbon.

• Naval Riverine Forces in Vietnam will be authorized to wear a special pin to identify their service.

• The black berets worn by members of Task Force 116 in Vietnam will be authorized for stateside wear.

Can you tell me if there is fact behind these rumors?—ENFN J. D. G.

• *Your information seems to be pure scuttlebutt. There are no current plans to strike a combat action medal or to adopt a special pin to be worn by members of the riverine forces in Vietnam.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*The black berets worn by Task Force 116 men in Vietnam are not considered to be uniform items in the United States and are not worn stateside.—Ed.*

## Wearing Unit Awards

SIR: Is the Combat Action Ribbon (a personal award) to be worn on the right breast senior to all unit awards when large medals are prescribed?

If so, then I presume a change to Uniform Regulations, specifically Article 1030.6, which describes the wearing of unit awards, is forthcoming.—YNC R. E. H., USN.

• *Your presumption is correct, Chief.*

*Matter of fact, you may have received notice of the proposed change approved by CNO on 9 Feb 1970 since writing ALL HANDS.*

*The change in policy permits wearing all authorized ribbons (for which no medals have been struck) on the right breast with full dress uniform.*

*These ribbons, in order of precedence, include the Combat Action Ribbon, Presidential Unit Citation, Navy Unit Commendation, Meritorious Unit Commendation and foreign unit awards.*

*In the past, only the senior ribbon was worn. Now, you have the option of wearing all such awards issued to you, but you must at least wear the most senior.—Ed.*

## White Trousers One Year Away

SIR: Summertime is here, and I would appreciate a more detailed description of the new white trousers that have been authorized for enlisted men below CPO. How do they compare to officers' and chiefs' trousers?

Since *Uniform Regs* says that they won't be in stock for about a year in the small stores, can they be purchased in uniform shops? Are they authorized for wear beginning this summer?—PNI G. E. C., USN

• *Sorry, not this year. Probably next summer.*

*Specifications are in the process of being revised to include the new features—conventional side and back pockets and a zipper fly—but the trousers can't be manufactured until the revised specifications and patterns have become available. Therefore, they won't be available anywhere for about a year.*

*To answer your first question: the new white trousers are not officer-style. They're still bell-bottoms, just like your present trousers; the only changes are the addition of pockets and a zipper.*

*For no apparent reason, there seems to be considerable confusion on this point. We just received another letter reporting that some men are wearing white trousers with fore-and-aft creases. They're out of uniform. The new trousers will be pressed and worn exactly like the present ones.—Ed.*

## You Have a Choice

SIR: When the word "may" is used in *Uniform Regulations*, is it used in the permissive sense?—LCDR R. P. S., USN.

• *Yes. For example, under the regulation that deals with breast insignia (article 0236.1.a.(1)), it states that pin-on devices shall be worn on*



coats and jackets of service dress uniforms, but that they "may" be worn on the khaki shirt when the coat is not worn, and on the blue flannel shirt and tropical shirts.

In other words, it means that the breast insignia is optional for wear with those uniform shirts.—ED.

### When a Badge Is Not an Award

SIR: During my World War II Army service, I was awarded the Combat Infantryman's Badge. May I wear the badge on my Navy uniform?—BUC R. G. A., USN.

• No.

The Army classifies the Combat Infantryman's Badge as a "badge" rather than an "award." That puts it in the same general category as qualification insignia—such as pilot's wings or parachutist's breast insignia; and Uniform Regs says that qualification insignia from other services may not be worn on the naval uniform.

On the other hand, Navymen are allowed to wear some types of awards from the other services. The rule is that they must be "commensurate in importance" to the Navy awards listed in Uniform Regs, Chapter 10, Section 2.

These include military decorations (such as the Bronze Star); unit awards; non-military decorations (such as medals for lifesaving or various kinds of distinguished service); service awards (for example, the Good



Warrant Officer Roger G. Wright's Bronze Star Medal with Combat "V" receives special attention from family. He earned it while serving in the Republic of Vietnam.

Conduct Medal and campaign medals; and marksmanship awards. Any Army, Marine, Air Force or Coast Guard awards that correspond to Navy awards of these types may be worn.

For precedence purposes, each award from another service is arranged immediately after the comparable Navy award on the uniform.

Ribbons are arranged in descending order of precedence from the wearer's right to left and from top down.

One exception to the precedence rule: if the awards were given for campaigns, expeditions, or similar operations, they're worn in chronological order rather than after the Navy awards of the same type.—ED.

### Save \$10,000? Yes—It Can Be Done

SIR: When I enlisted in the Navy on 1 August 1966, I was told by many Navy buddies that it was just about impossible to save a large amount of money in a four-year enlistment. Well, right from the beginning I decided to prove this theory incorrect. What made it possible for me was learning to take advantage of all the generous opportunities around me in the Navy.

By doing so I was able to save \$10,000 in cash in my four-year enlistment. And through efforts of taking a spare-time job near the Great Lakes Naval Hospital, I was able to purchase and fully pay for a new automobile.

My duty stations included a tour

on board a destroyer, USS *Richard S. Edwards* (DD950), where I first realized that going into town to blow my pay check was not the most satisfying type of liberty.

So I started looking for something else, and found it right on base. With the fine recreational equipment, and the good prices at the PX and Commissary, I was able to have a good time and purchase my necessities for a minimal price.

Throughout the rest of my naval career I carried out this plan of cutting expenses by using the Navy's many benefits, which enabled me to save a sizable hunk of my pay check.

I was also able to cash in on a few

months' combat pay and tax-free base pay while serving with the Marines in RVN in 1968, but the majority of my saving was done at the Naval Hospital Great Lakes, where I kept investing my pay in the base Credit Union. All it took was a bit of will power.

Now I'm proud to say that I'm \$10,000 wealthier today than four years ago when I entered the Navy.

—HM3 Stanley R. Tafilaw, USN.

USNH, Great Lakes, Ill.

• This claim speaks for itself. Can anyone beat Corpsman Tafilaw's record? For any potential contestants, his \$10,000 total is exclusive of any reenlistment bonus.—ED.



**HARD WORKER**—Although considered small, at 143 feet long, USS Mohopac (ATA 196) does big job in support roles for Seventh Fleet.

## Tie Time

SIR: What is the correct width and material of a regulation black four-in-hand necktie?—CTC J. B. S., USN.

• *The description of the four-in-hand necktie is contained in appendix A of Uniform Regulations.*

*The tie is to be made of black tropical-wool or wool blend cloth. The width at the center should be 1 inch, while the pointed ends should measure 2 inches across the front and 1½ inch across the back of the tie. Its overall length should be 52½ inches.*

*For your information, the wide style necktie currently popular with civilian dress is not regulation.*—ED.

## It Just Depends

SIR: Please resolve an argument in our office. Is mail to a Navy bureau in Washington addressed to "Department of the Navy" or "Navy Department"?

I seem to recall that a couple of years ago BuPers came out with a notice saying that correspondence to BuPers, for example, should read: "Chief of Naval Personnel, Department of the Navy, Washington, D. C. 20370."

My two assistants say the address should read "Navy Department." They

cite Article 0101 (3) (b) of *Navy Regs* and Part 2 of the *Standard Navy Distribution List* (SNDL).

Who's right?—PNC J. F. O., USN.

• *Your assistants. The SNDL is the Navy's standard publication on mailing addresses. It says that BuPers is in the "Navy Department," so that's how you should address your letters.*

*But since you brought up the subject, here's another of our periodic Navy-Department-vs.-Department-of-the-Navy briefings, as reported by the "cognizant office" that is the expert in this area.*

*Both terms are used in official publications to refer to the organization of the Navy. However, they mean different things.*

*"Navy Department" (according to General Order 5) includes "the central executive offices and bureaus of the Department of the Navy located at the seat of Government." A similar definition is found in the article of "Navy Regs" cited by your assistants.*

*"Department of the Navy" includes the "Navy Department" plus all the operating forces, bases, etc., under the control or supervision of the Secretary of the Navy. This definition is found in Title 10, U. S. Code.*

*Therefore, since BuPers is one of*

*the "central executive offices and bureaus" in Washington, it is in the Navy Department, which in turn is in the Department of the Navy. A ship, on the other hand, is in the Department of the Navy, but not in the Navy Department. See?*

*The Department prefers to use "Department of the Navy" on letterhead stationery and on return addresses on envelopes. Instructions to that effect have been given to the Navy Department in Washington, but definitive instructions haven't been given to the field.*

*For mailing addresses, however, use the SNDL and you can't go wrong.*—ED.

## Two Accounts; One Sub

SIR: I read your story about the sail-powered sub R-14 in a recent issue with great interest. Since your source of information was the submarine's official log, I have little doubt of its accuracy.

However, I have a photo of R-14 under sail, along with a story that differs from yours.

The information I have says that R-14 was part of a search party sent to find PN-9-1, a Navy seaplane which had been forced down between California and Hawaii 1 Sep 1925. During the search, R-14 lost all fuel overboard because of a leaky valve, and her battery discharged, preventing the use of her radio. Her crew rigged sails and the sub sailed 300 miles to port.

However, according to your story, the incident took place in 1921, not 1925; the sub was searching for the lost tug USS Conestoga (AT 54) rather than for a seaplane; and she sailed only 100 miles instead of 300.

Which account is correct? Or did R-14 find herself under sail more than once?

As a matter of interest, a large painting of R-14 under sail is hung in the lobby of the NOB Norfolk base theater. The story on its nameplate corresponds with yours.—Robert E. Porterfield.

• *Whoever gave you your story had some facts confused—understandably, as it turns out.*

*R-14 did, indeed, take part in the search for the seaplane.*

*But when the plane was found (by*



the submarine R-4, not R-14), it was the plane, not the sub, which was under sail. Possibly the pilot of the downed aircraft had heard of R-14's windjamming exploit of four years before, and decided that what was good for the undersea Navy was good for the air arm.

R-4 towed the seaplane to port. And for the record, R-14 returned from the search with 4000 gallons of fuel aboard.—Ed.

## TAR YN to USN CT

SIR: Allow me to provide you with a little background on my career which might have some relevance to the matter I'm about to discuss.

To begin with, I'm a Surface TAR with 10 years' active service, of which a minority tour was spent in the Regular Navy. As a TAR, I have reenlisted twice, four years each time. As of now, the expiration dates of my obligated service (EOS), obligated active service (EAOS) and tour completion (TCD) all coincide in May 1971.

Now to my problem.

I have been interested in electronics for some time and recently completed a commercial course in radio and TV servicing.

I would like to channel this training in the appropriate direction as a CT or ET—not as a yeoman.

I've studied the possibility of rating conversion, but haven't been able to find whether or not I'm eligible to apply through the SCORE program.

If I am, and were to be selected to convert to CT(M)1, would I also be eligible for a variable reenlistment bonus (VRB x 4) when I reenlist for six years in 1971?—G. E. T., YN1, USNR (TAR).

• Since you are a PO1 you are not eligible for SCORE. Only identified strikers, PO3s and PO2s are eligible.

You may, however, qualify for conversion via Class A School under the provisions of Article 2230180 of "BuPers Manual." But not as a TAR. Such conversions are available only to the Open Rates List (as you will note in the article); therefore, you would have to go on general assignment to convert in this manner.

It is suggested that you submit your requests for general assignment

and conversion simultaneously to the Chief of Naval Personnel, Pers-B23.

As far as your eligibility for a VRB is concerned, you would qualify if you have never received a first reenlistment bonus and you complete conversion before a reenlistment for which you would receive a first bonus. In addition, you must meet the eligibility requirements as stated in BuPers Inst 1133.18 series.—Ed.

## Bermuda Triangle Revisited

SIR: I have exhausted all the facilities of the University of Miami. Can you give me information concerning the Bermuda Triangle? My efforts so far have turned up nothing, and you are my last resort for the necessary research in my course.—Miss L. L.

• According to current legend, the triangle—an area roughly encompassed by lines from Bermuda to Jacksonville and Fort Lauderdale — is a fearful place, into which many planes and ships have disappeared, never to be seen again.

Like many such stories, it rests mainly on the foundation of one incident — or more precisely, two co-incidental disappearances.

Coastal shipping, commercial airliners and Navy ships and planes regularly cross it without incident. Its

notoriety is largely the result of dramatization, according to an expert on such matters whom we consulted.

Here's the real story.

Five TBM Avenger aircraft, under the command of Lieutenant Charles C. Taylor, USNR, left NAS Fort Lauderdale on 5 Dec 1945 on a navigational and bombing training flight.

The aircraft, with 14 men on board were last heard from about 1600 that day in vicinity of the Florida Keys.

A PBM Mariner was dispatched from the Naval Air Station at Banana River about 1700 to search for the missing aircraft. This plane, with 13 men, never returned.

One of the most thorough and extensive searches in history then began. Surface vessels, including civilian craft, and aircraft combed the area from 6 to 10 December and found nothing. The search area was about 35 miles north of Cape Kennedy.

What happened to the six planes? No one knows. The Navy considers the case closed.

Of course, we're not saying that there haven't been other ship and aircraft losses in the area. However, as far as the historians of the Navy Department know, the accident (or disappearance) rate in the Triangle is no higher than that of any other area with equally heavy air and sea travel.—Ed.

The Navy's modern USS Kilauea (AE 26) is equipped with the modern STREAM system for the transfer of cargo and fuel to ships alongside. For your information STREAM stands for Standard Tensioned Replenishment Alongside Method.



## More on Saved Pay

SIR: I accepted a temporary appointment to warrant officer on 1 Aug 1969. At the time, I was a chief petty officer awaiting the results of the June 1969 examination which, I learned later, would have advanced me to pay grade E-8 effective 16 Feb. 1970.

When I accepted the appointment to warrant officer, I was making more in pay grade E-7 than I would as a warrant officer at the bottom of the pay ladder. I was assured, however, that I wouldn't lose money because of the saved pay provision which gave me the benefit of the higher of the two pay scales.

Nevertheless, if I had not accepted the warrant appointment, I would now be a senior chief petty officer making more money than I am earning as a warrant officer. The saved pay provision, it seems, doesn't apply

to pay increases which occur in a man's permanent grade after he accepts a temporary appointment as a warrant or commissioned officer.

It seems illogical that the Navy would financially penalize me for accepting a warrant. Is there something I am overlooking?—T. E. J., WO1, USN.

• *A certain amount of confusion apparently still exists in the minds of many as to the purpose of "saved" pay. The only thing that saved pay in effect guarantees is that a member in pay grade E-8, for example, who accepts an appointment to W-1, will not receive less pay as a W-1 than he received as an E-8. It does not, however, save to him SUBSEQUENT increases due to advancement in his permanent grade, longevity, or a general pay raise, since at the time he might otherwise be-*

*come entitled to such pay, he in fact is not serving in the grade to which the increase applies.*

*In other words, the pay and allowances to which entitled on the date you accept temporary appointment to warrant or officer grade is saved to you for any period the pay of your permanent grade exceeds that of the temporary grade.*

*But take a look at the other side of the coin. When the pay of the temporary grade EXCEEDS the pay of the permanent grade to which entitled on the date of your temporary appointment, you are credited with the pay of the temporary grade.*

*For other discussions of this subject in ALL HANDS see: "A Report on Pay for the Warrant Officer" (September 1969, page 47) and "Two Ways to Look at It: By and for Warrant Officers" (January 1970, page 23).—Ed.*

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *Pearl Harbor Survivors Association*—The 1970 State Convention will be held in San Diego 24 - 26 July. For details, members should write to PHSA Convention Chairman, Charles T. Patterson, 3854 58th St., San Diego, Calif. 92115.

• *3rd Special Seabee Battalion*—The 20th annual reunion of the 3rd Special USNCB will be held in Columbus 17-19 July. For details, contact C. McKenny, 4440 St. Ann Lane, Columbus, Ohio 43213.

• *uss Kidd Association*—Former members of Destroyer Squadron 48 are invited to the 22nd reunion to be held in Saginaw, Mich., 5 - 9 August. Member-ships of the Kidd Association were Walker (DD 517), Abbot (DD 629), Erben (DD 631), Hale (DD 642), Stembel (DD 644), Bullard (DD 660),

Kidd (DD 661), Black (DD 666) and Chauncey (DD 667). Harrold F. Monning, 310 E. 8th St., Kewanee, Ill. 61443, has the details.

• *PT Boaters of WW II*—Former PT boaters, including members of squadron, base force, tender, supply, medical, intelligence and staff units, will hold a reunion in Memphis 4 - 7 September. Full information may be obtained from J. M. Newberry, P. O. Box 202, Memphis, Tenn. 38101.

• *Chief Photographer's Mates*—A meeting of Chief Photographer's Mates assigned to the East Coast will be held 11 Jul at NAS Albany. For information contact LT L. Hursh, Fleet Air Photographic Laboratory, CRAW-1, NAS Albany, Ga. 31703.

• *uss Sterett (DD 407)*—Crewmembers who served during the period 1939 - 1945 are invited to a reunion in Minneapolis 21 - 22 August. Manley L. Miller, 1001 E. 130th St., Burnsville, Minn. 55378, has the details.

• *uss Miller (DD 535)*—A reunion will be held in San Francisco 26 - 27 September. For information contact W. L. Hewes,

24224 Dawnridge Rd., Los Altos Hills, Calif. 94022.

• *uss Mobile*—Former crewmembers are invited to a reunion to be held in San Francisco 3 - 5 July. William D. Hart, 1546 Santa Monica Ave., San Jose, Calif. 95118, has the information.

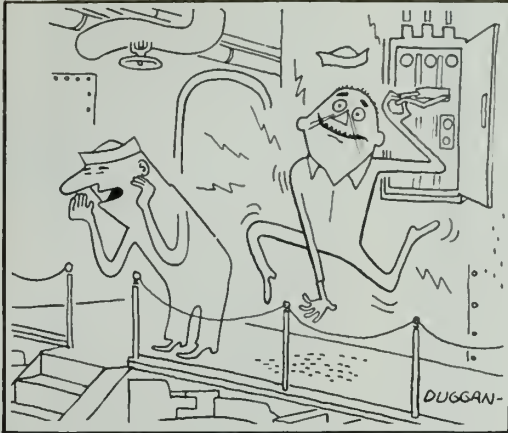
• *uss Franklin (CV 13)*—Former crewmembers may contact Richard Fulfarr, 2485 Falcon St., East Meadow, N. Y. 11554, for details on a reunion to be held in New York 5 - 6 September.

• *uss The Sullivans (DD 537)*—The fifth reunion for the World War II crew is scheduled to be held in Columbus 7 - 9 August. For details contact Charles McCarty, 2865 Homecraft Drive, Columbus, Ohio 43200.

• *82nd Seabees (519th CBMU)*—The 24th annual reunion will be held 17 - 20 September in Manchester, Vt. James Greenwood, 993 Emerson Dr., Dunedin, Fla. 33528, has the details.

• *uss Wadleigh (DD 689)*—Former crewmembers will meet in Boston 6 - 9 August. The contact for information is Don Wunderlich, Voltaire, N. D. 58792.

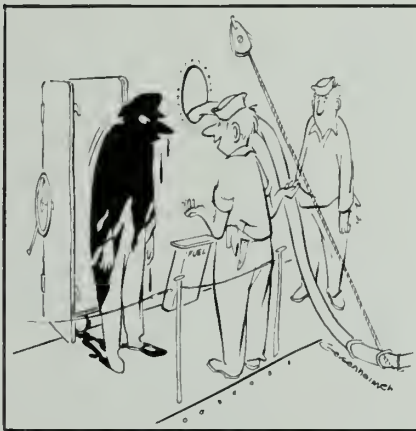




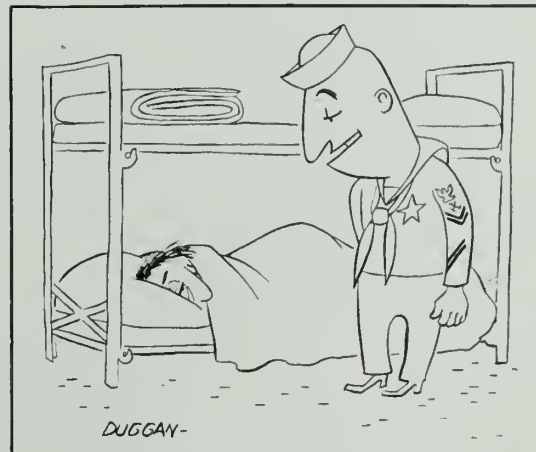
"Hey, Lou, you can stop testing,



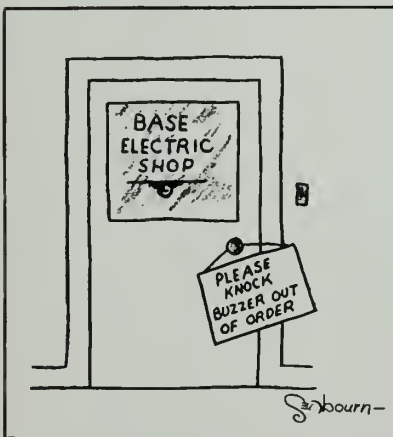
"Here's the five spot I owe ya, Joe."



"Parkins here is a little new  
on the job, sir!"



"Good morning. The little hand's on eight and the  
big one's on 12 and you missed muster."



"Leave the sideburns."

"Next."

# TAFFRAIL TALK

**A**FTER 15 YEARS as news editor of ALL HANDS, G. Vern Blas-dell has retired to sunny Arizona.

Vern's talented specialty was to hone the style of the news desk writing staff in those years.

Newcomers found it easy to type him: the hardnosed city editor with shoulders rounded by decades of bending over a desk and piercing eyes that could nail a cliché at 20 paces. With a few quick strokes of a pencil, he'd change an awkward paragraph into one that made sense. When a writer was floundering, Vern would suggest a new angle and the story would fall into place.

But Vern is more than a writer's editor. He has a keen wit that produced individual flavor without being cute. His sense of humor was reflected in many ways, in copy itself, and in his famous (to us) "example file" which contained the best and worst of the writing he'd seen in a full career.

He was modest—as an individual and as a professional. But he would weigh disagreement on the best way to present a story, and often deferred to the judgment of the news desk staff. Vern was liked as a man—and respected. ALL HANDS will miss him.

Stepping in as acting news editor is Senior Chief Journalist Dan Kasperick, USN. Dan is on his second tour with ALL HANDS. He brings with him a wide variety of journalism experience, plus a Joint Services Commendation Medal for his contributions to the armed forces. He's also an award winning writer. You'll hear more of Dan.

★ ★ ★

**W**HEN THE Boys' Club in his Salt Lake City neighborhood named Navyman James Deken "Father of the Year," he must have been astonished.

He doesn't have any children, after all.

But the club didn't let that technicality stand in the way. He had earned the honor, father or not.

Deken has plenty to keep him busy. Working toward a metallurgy degree and a naval commission in the NESEP Program at the University of Utah takes a great deal of his time.

But he finds time for boys' activities.

Last summer, for example, he got together 20 other officer candidates for a building job. Working on weekends, using materials given by local merchants, the NROTC midshipmen built a modified "A" frame cabin for a Boy Scout troop.

This past fall, he took on the task of wiring the basement of the Boys' Club for a woodworking shop. (He's a former ETN2, so wiring has no mysteries for him.)

Deken wanted the shop to be ready for a scheduled open house, so he worked 33 hours straight to finish the job.

Why does he get involved? It's hard for a boy to get into trouble when he's doing something constructive, he says.

Considering the amount of time he's given to the boys, he must have helped them a great deal.

They evidently thought so. Boys can give a man no greater compliment than making him an honorary father.

*The All Hands Staff*

**ALL HANDS** The Bureau of Naval Personnel Coreer Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). **DISTRIBUTION:** By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: HEAVING LINE**—Boatswain's mate tosses monkey fist to men on board USS Henry Clay (SSBN 625) as ship arrives at Charleston, S. C., from patrol.







**navy highline  
to adventure...**



# ALL HANDS



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JULY 1970











# ALL HANDS

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NUMBER 642

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CAPTAIN H. W. HALL, JR., USN  
Assistant Chief for Morale Service

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• **FRONT COVER: WELCOME HOME**—Flogs fly as combat stores ship USS Concord (AFS 5) returns home from an Atlantic deployment.—Photo by PH2 Hol L. Stoezel, USN.

• **LEFT: AT DUSK**—The superstructures of submarines from Submarine Squadron Four are framed between the destroyer tender USS Tidewater (AD 31) and the submarine tender USS Howard W. Gilmore (AS 16).—Photo by PH3 Lorin M. Jones.

# Navy Corpsmen







ON 17 JUNE, the Navy's corpsmen observed their 72nd anniversary.

For the members of this elite corps, there was little time to pause to note the occasion — especially among the thousands now on duty in the far Pacific or with the Marines in the Republic of Vietnam. In fact, since Congress established the Hospital Corps in 1898, it has never had much time to spare from training.

Members of the Corps have, since its creation, served in ships and at shore commands while the Fleet Marine forces have had the benefit of their experience in every major conflict since China's Boxer Rebellion in 1900.

Although the Corps has officially existed only since 1898, it can trace its antecedents to the early days of the Continental Navy, when Congress recognized the need to assist the sick and injured aboard naval vessels.

During the American Revolution, the Navy's ships had surgeons and surgeon's mates, but routine care of

• LEFT: Corpsmen take bottle casualties from a helicopter on hospital ship off Coast of Vietnam. Above: Blood samples are tested in Repose lab by HM2 Eddie Provost before transfusion.

# Navy Corpsmen

the sick often became the responsibility of untrained men.

In 1799, however, Congress provided that some crewmembers be especially appointed to attend "sick and hurt men in a place of the ship set apart for that purpose." That was the beginning of the sick bay and the specialist.

But early day specialists were not very specialized and their lack of status was reflected in their title — loblolly boys. Their principal duty was carrying a porridge called loblolly to ailing crewmen. Another duty was to assist surgeons during sick call.

During succeeding years, the loblolly boys metamorphosed to surgeon stewards to apothecaries to bay men before becoming hospital corpsmen.

• ON THE BATTLEFIELD, aboard hospital or other Navy ships, or in hospitals ashore, corpsmen prepare medicine, perform first aid, reconstitute frozen blood for transfusions, make X-rays, assist in operations—or even perform minor surgery themselves.

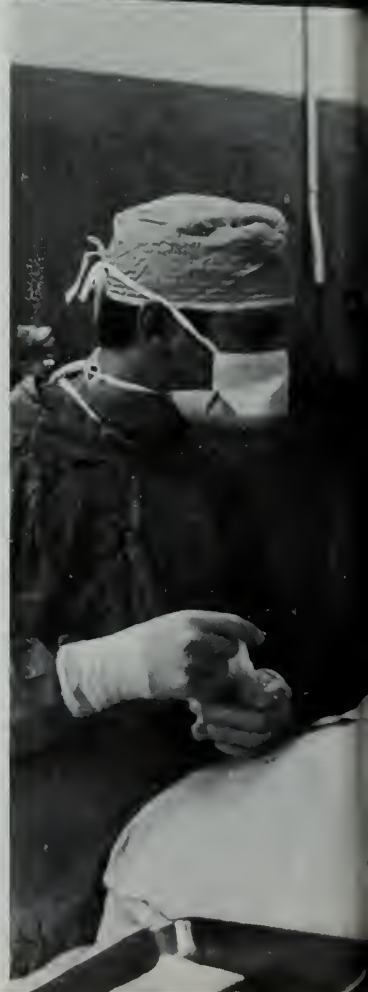
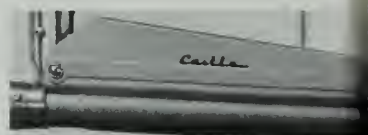
THERE PROBABLY ISN'T a Navy hospital corpsman today who doesn't know more about medicine than even the most skilled surgeons of the early sea service.

Today's corpsman keeps up with the technological and medical advances of the time. Unlike his counterpart of early days, whose education was limited, he is a highly trained specialist in a number of medical disciplines.

In fact, the average corpsman, according to a 1969 study, is 22 years of age and has been in the service for four years. He is at least a high school graduate and many have college degrees or have attended college. Most come from southwestern or midwestern states.

The high status which Navy corpsmen now enjoy is partially earned through rigorous training which begins at one of the Navy's two hospital corps schools at Great Lakes and San Diego.

At these schools, students take concentrated 14-week courses in anatomy; physiology; hygiene; sanitation;





tion; materia medica; toxicology; minor surgery; first aid; mathematics; radiological, chemical and biological defense; principles and techniques of patient care; and other medical topics.

**A**FTER THEIR BASIC SCHOOLING, the corpsmen usually are assigned to a hospital where the theory learned in the classroom is converted to reality in the wards.

At the Philadelphia Naval Hospital, for example, corpsmen are exposed to an ideal learning situation since the hospital treats and rehabilitates the sick and injured from all our armed services.

It also treats retired servicemen and military dependents as well as some beneficiaries of the Veterans Administration. Physicians, dentists and other specialists also take graduate training in Philadelphia.

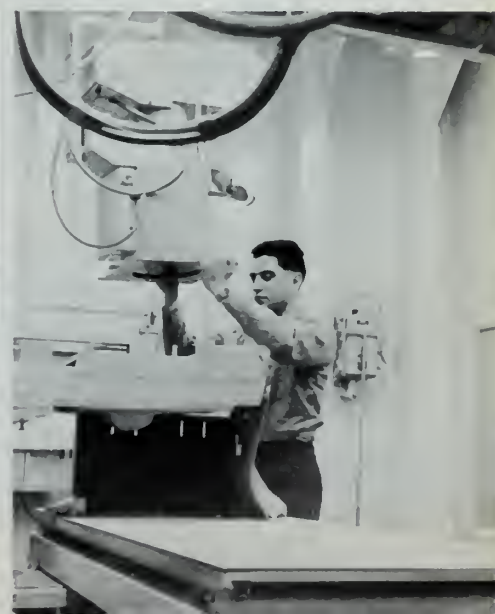
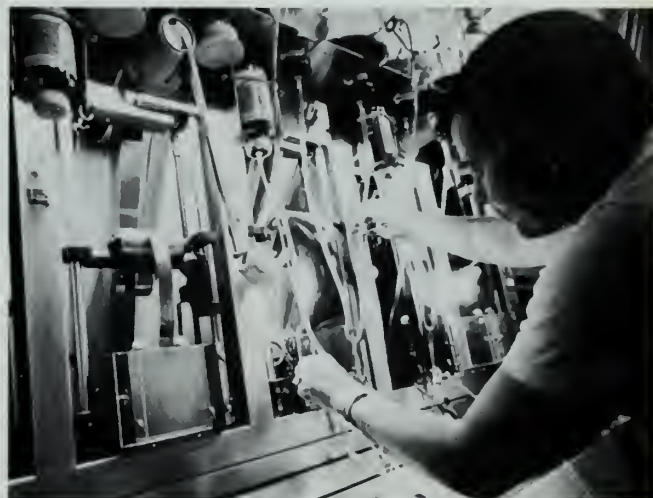
On-the-job training at the hospital provides nearly every corpsman with experience in the basic techniques of radiography, pharmacy, clinical laboratory and a score of other medical technical specialties.

Corpsmen who want to specialize can attend advanced schools and become technicians in submarine, aviation or nuclear medicine; pharmacy; X-ray; chemistry; medical administration; urology; neuropsychiatry; occupational therapy; dermatology; medical illustration; health physics; or deep-sea diving medicine.

Other schools provide training for cardiopulmonary technicians, aviation physiologists and radioactive isotope specialists. In all, more than 34 schools provide training in various medical specialties for the versatile hospital corpsmen.

**T**HE HOSPITAL CORPS has been known for its courage since its inception but, during World War I, World War II, and the conflicts in the Republics of Korea and Vietnam, the Navy corpsman has left an indelible record of courage under fire.

The Corps carries on its tradition of heroism today and the citations which accompany the Nation's awards for valor in the Republic of Vietnam invariably





## Navy Corpsmen

attest to almost incredible deeds of mercy performed by members of the Corps.

But bravery under fire is not a novel situation for hospital corpsmen. In 1946, Secretary of the Navy James V. Forrestal awarded the entire organization a commendation unlike any ever awarded another unit.

There is no way of adequately doing justice to the members of the Hospital Corps for words are inadequate to match their deeds.

They are probably best repaid by the gratitude of the many they have saved from death or serious injuries in conflicts in which U. S. forces have been engaged.

—LT Jerry Somers, USNR.

• PHOTOS CLOCKWISE from top left: Corpsman removes frozen blood from supply on board hospital ship. HMC studies bacteria under microscope. Students at Naval Hospital Corps School, San Diego, learn in simulated battle conditions and in the classroom.

### "The Corps Responded . . ."

In BuPers Notice 1306 (21 Feb 1970), the Chief of Naval Personnel expressed the Navy's and the nation's appreciation to all hospital corpsmen for their exceptional performance of duty:

"The Hospital Corps has readily accepted the accelerated rotation necessitated by Vietnam and, as usual, has responded immediately and enthusiastically to meet the critical needs of our Navy/Marine Corps forces.

"From the hospital corpsmen in the field with the Marines, to the corpsmen in our fleet units, to those in our naval hospitals, all have been working with one common purpose—to save lives. A much deserved 'well done' goes out to all."





# Nation's Highest Award

**T**O RECEIVE THE MEDAL OF HONOR, a man must, among other things, perform a deed involving personal bravery or self-sacrifice so conspicuous as to distinguish him clearly above his comrades and involve the risk of his life.

Over the years many Navy corpsmen have earned this and other awards—and heroism has become associated with the Hospital Corps almost as a badge of honor. Much is expected of a corpsman and much is given by him.

Indeed, many corpsmen have bravely sacrificed their own lives for others. In recent weeks three members of the Hospital Corps have been awarded the Medal of Honor for service in the Republic of Vietnam. Two were given the award posthumously; the third was presented in mid-May by the President during ceremonies at the White House.

(as it was said of the four Marines and the Navy corpsman portrayed in the Iwo Jima Memorial): Uncommon valor was a common virtue.

HM3 Ballard (who has since advanced to HM2) was cited for heroism during an encounter with enemy forces in Quang Tri Province. The President presented him with the Medal of Honor at the White House on 14 May.

As platoon corpsman with Company M, 3rd Battalion, 4th Marines, 3rd Marine Division, HM3 Ballard was accompanying his unit as it moved to rejoin the remainder of the 3rd Battalion.

After treating and assisting in the helicopter evacuation of two heat casualties, Ballard's company was ambushed by a North Vietnamese army unit as he returned to his platoon from the landing zone. The enemy unit inflicted numerous casualties among the



HM2 David Ray



HM2 Donald E. Ballard



HM3 Wayne M. Caron

The first Navy corpsmen to earn the Medal in the Vietnam conflict were Petty Officers David Ray, Wayne M. Caron, and Donald E. Ballard. Corpsman Ray was serving with his unit in Quang Nam Province during heavy fighting in 1968, and Corpsman Caron was in the same area a year later when he was cited for extraordinary heroism at the cost of his life.

Both Petty Officers Ray and Caron continued to give aid to the wounded despite having themselves sustained serious and painful injuries. One man, Ray, had to fight off the enemy as he was caring for the wounded. His last act, in fact, was to throw himself over a wounded Marine to protect his patient from an exploding grenade.

Petty Officer Caron, too, had been severely wounded even as he tended the wounds of the Marines. Nevertheless, despite his injuries, he continued his ministrations.

Caron was on his way to still another wounded Marine but he never made it. An enemy rocket round killed him.

Of these men, and of many others who gave their lives while helping others under fire, it could be said

Marines with automatic weapons and mortar fire.

Seeing a Marine casualty fall, Ballard moved across the fire-swept terrain to the wounded man and rendered medical aid. He then directed four Marines to carry the casualty to a position of safety.

As the four men prepared to move the wounded Marine, an enemy soldier suddenly left his concealed position and threw a grenade which landed near the small group of men.

Ballard shouted a warning to the four Marines and threw himself on the grenade to protect his comrades from the blast. When the grenade failed to explode, he arose from his exposed position and continued to render medical aid to other Marine casualties.

"Petty Officer Ballard's heroic actions and selfless concern for the welfare of his companions served to inspire all who observed him and prevented possible injury or death to his fellow Marines," the citation reads.

"His courage, daring initiative, and unwavering devotion to duty in the face of extreme personal danger, sustain and enhance the finest traditions of the United States Naval Service."

# Introducing... the new the new

**A**DMIRAL THOMAS H. MOORER, nominated 14 April by the President to succeed Army General Earle G. Wheeler as Chairman of the Joint Chiefs of Staff, assumes the nation's highest military post on 2 July.

The 58-year-old Chief of Naval Operations will be the seventh senior officer to occupy the JCS chairmanship since the staff was created in August 1949, and the second naval officer to be chosen. Admiral Arthur W. Radford held that post from 1953 to 1957.

ADM Moorer's rise to the No. 1 military billet involves 41 years of dedicated and distinguished service, and the award of 30 medals, including seven individual decorations from the United States and 12 foreign governments. In a succession of promotions, he attained the rank of rear admiral on 1 Aug 1958; vice admiral on 5 Oct 1962; and admiral on 26 Jun 1964.

He is the first and only naval officer to have commanded both the Atlantic and Pacific fleets, and at one point in his career he concurrently wore the hats of Commander in Chief, Atlantic (the tri-service unified command); Commander in Chief, Atlantic Fleet; and Supreme Allied Commander, Atlantic. The latter

command is the top NATO naval organization with headquarters in Norfolk, Va.

Widely regarded as a strong proponent of the free use of the seas, ADM Moorer has repeatedly said publicly that if the United States does not maintain a modern navy of adequate size, the country cannot maintain its position as the number one country in the world.

"Our country is an island bounded on each side by oceans which are our major avenues for trade with the rest of the world. Although we are a nation blessed by an abundance of many natural resources, we cannot forget that we depend on no less than 66 strategic material imports.

"There is no economic viability for this country which does not include our free use of the seas in peacetime," the admiral has emphatically stated, "nor is there any valid military strategy involving use of American forces overseas which does not depend upon control of the seas between the United States

Below: ADM Moorer, new JCS Chairman. Right: ADM (then VADM) Zumwalt, new CNO, with SECNAV John H. Chafee in Vietnam.

## MAN—THE VITAL ELEMENT

Insofar as Admiral Moorer is concerned, man—the Navyman—has been and continues to be the vital element of America's sea defense, regardless of the awesomeness of her military hardware.

This opinion was expressed during an interview with the new chairman of the Joint Chiefs of Staff.

The task of defending our nation requires that man serve at sea. This, in turn, requires that many Navy men spend time away from their families.

Without justifying family separations, ADM Moorer said this:

"... I don't know of any other method of running the Navy than to operate our ships at sea... and the operations at sea are simply the means of supporting national policy."

He maintains, however, that if the Navyman is given a goal and clearly shown the course of his work and the reason for serving his country, he will not only do it well, but do it better than those before him.





# Chairman, Joint Chiefs of Staff Chief of Naval Operations

and the area in which we have to pursue military action."

Mt. Willing, Ala., is the home town of the next chairman of the JCS. He was valedictorian of the

tial appointment naming him the next presiding officer of the Joint Chiefs of Staff.

**A**DMIRAL ELMO R. ZUMWALT, JR., becomes a four-star admiral and the youngest (he's 49) Chief of Naval Operations in U. S. history this month, assuming the Navy's top post vacated by Admiral Thomas H. Moorer who moves into the chairmanship of the Joint Chiefs of Staff.

The 19th officer to hold the position as CNO, ADM Zumwalt previously served as Commander Naval Forces, Vietnam, with headquarters in Saigon. In that position he commanded the Navy's combat forces based ashore in the Republic of Vietnam and directed the Navy's part in the drive to Vietnamize the war effort. Under this plan called ACTOV (Accelerated Turnover of Assets to the Vietnamese Navy), nearly all brown-water U. S. Navy ships and craft have exchanged hands.

During the admiral's tenure as Commander Naval

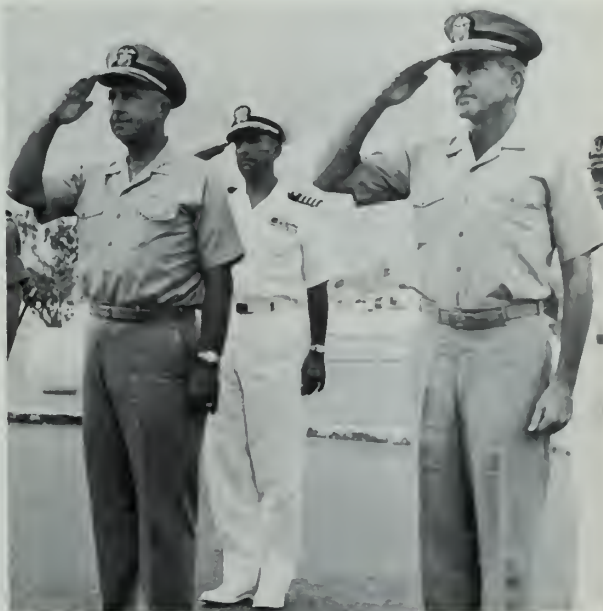


Admirals Moorer and Zumwalt join in saluting at recent ceremony. Both admirals are assuming their new assignments this month.

1927 Cloverdale High School class in Montgomery, entered the Naval Academy in June 1929 and was commissioned ensign in June 1933. He is married to the former Carrie Ellen Foy of Eufaula, Ala. They have three sons and a daughter. (A brother to the admiral, William D. Moorer, is a dentist; and another brother, Navy Captain Joseph P. Moorer, is in command of the attack carrier *USS Ranger*, CVA 61.)

A lieutenant with Patrol Squadron 22 when Pearl Harbor was attacked, the admiral first tasted combat in February 1942 about 150 miles north of Darwin, Australia. He was wounded when his patrol plane was shot down in the Pacific. He and his crew of seven were rescued by a Philippine commercial vessel. However, later the same day, the ship was torpedoed. For his leadership efforts in the rescue of surviving members of his crew and those of the ship, the pilot from Alabama was awarded the Silver Star.

From that moment on, Thomas H. Moorer rose steadily in rank, culminated by the recent presiden-



Forces, Vietnam, the United States turned over nearly 600 ships and craft to the Vietnamese Navy.

On 2 Jun 1965, at the age of 44, he became the nation's youngest rear admiral. His selection to that rank came while he was serving as Executive Assistant and Naval Aide to Paul H. Nitze, then Secretary of the Navy.

At the close of World War II, the then Lieutenant Zumwalt, as a prize crew officer, commanded the captured Japanese ship *HIJMS Ataka*, a 1200-ton river gunboat manned by 200 officers and men. Under the U. S. flag, the lieutenant and his crew sailed *Ataka* up the Yangtze River to Shanghai where they helped restore order and assisted in disarming the Japanese.

**H**IS OTHER FLEET assignments in later years included command of the destroyer escort *uss Tills* (DE 748), the destroyer *Arnold J. Isbell* (DD 869), and the guided missile destroyer *Dewey* (DLG 14); and as Commander of Cruiser-Destroyer Flotilla Seven.

Ashore, he has had duty in the Office of the Assistant Secretary of Defense for International Security Affairs as desk officer for France, Spain and Portugal, and later as Director of Arms Control and Contingency Planning for Cuba.

As Executive Assistant and Naval Aide to Secretary Nitze, he received the Legion of Merit for outstanding performance of duty.

His assignment before assuming the top naval post in the Republic of Vietnam was in the Office of the Chief of Naval Operations as director of the Systems Analysis Group—from June 1966 to September 1968. This assignment earned for him the Distinguished Service Medal and a citation from the CNO.

Among the major analyses completed under ADM Zumwalt's supervision were: major fleet escort; anti-submarine warfare force level; tactical air; surface-to-surface missile; and war-at-sea.

**T**HE NEW CNO WEARS 14 other decorations and medals, including the Asiatic-Pacific Campaign

## ROSTER OF CNOs

**S**INCE THE OFFICE of the Chief of Naval Operations was approved by Congress on 11 May 1915, 19 admirals have held the position. The most recent selectee is Admiral Elmo R. Zumwalt.

CNO supervises personnel and organizations of the Navy and Marine Corps. He also acts as principal naval advisor to the President and to the Secretary of the Navy on the conduct of war and as chief naval advisor and naval executive to the Secretary on the conduct of activities throughout the Naval Establishment.

As a member of the Joint Chiefs of Staff, the Chief of Naval Operations is a principal military advisor to the President and the Secretary of Defense. He is an immediate member of the Defense Secretary's military staff, and coordinates the Navy's role in unified commands, logistics and over-all strategy in the nation's defense posture.

Here are the names of CNOs up to the present.



Admiral William M. Fechteler  
16 Aug 1951—17 Aug 1953



Admiral William S. Benson  
11 May 1915—25 Sep 1919



Admiral Robert E. Coontz  
1 Nov 1919—21 Jul 1923



Admiral William D. Leahy  
2 Jan 1937—1 Aug 1939



Admiral Harold R. Stark  
1 Aug 1939—26 Mar 1942



Admiral Robert B. Carney  
17 Aug 1953—17 Aug 1955



Admiral Arleigh A. Burke  
17 Aug 1955—1 Aug 1961



Medal with stars for seven engagements, the Bronze Star Medal for his participation in a destroyer attack against a Japanese battleship in the Surigao Strait during World War II, and a SecNav Commendation Ribbon for services as navigator on the battleship *Wisconsin* (BB 64) during the Korean conflict.

ADM Zumwalt was born in San Francisco on 29 Nov 1920, the son of Dr. and Mrs. Elmo R. Zumwalt. He was graduated valedictorian from Tulare High School, and attended Rutherford Prep School in Long Beach before his appointment to Annapolis in 1939. He was commissioned ensign on 19 Jun 1942, and progressed to the rank of vice admiral on 1 Oct 1968, assuming command of U. S. Naval Forces, Vietnam.

Mrs. Zumwalt is the former Mouza Coutelais-de-Roche of Harbin, Manchuria. The Zumwalts have two daughters, and two sons, both in the Navy, one a lieutenant (jg) on duty in Vietnam, and the other an ensign, commissioned last month through the NROTC Program.

—JOC Ely U. Orias, USN.



Admiral Elmo R. Zumwalt, Jr., reads while airborne over Vietnam.



Admiral Edward W. Eberle  
Jul 1923—14 Nov 1927



Admiral Charles F. Hughes  
14 Nov 1927—17 Sep 1930



Admiral William V. Pratt  
17 Sep 1930—30 Jun 1933



Admiral William H. Standley  
1 Jul 1933—1 Jan 1937



Fleet Admiral Ernest J. King  
15 Dec 1942—15 Dec 1945



Fleet Admiral Chester W. Nimitz  
15 Dec 1945—15 Dec 1947



Admiral Louis E. Denfeld  
15 Dec 1947—2 Nov 1949



Admiral Forrest P. Sherman  
2 Nov 1949—22 Jul 1951



Admiral George W. Anderson  
Aug 1961—1 Aug 1963



Admiral David L. McDonald  
1 Aug 1963—1 Aug 1967



Admiral Thomas H. Moorer  
1 Aug 1967—2 Jul 1970



Admiral Elmo R. Zumwalt, Jr.  
2 Jul 1970—

# Admiral Moorer Speaks

*Before taking over his new responsibilities as Chairman of the Joint Chiefs of Staff, Admiral Moorer gave one of his last messages in his capacity as Chief of Naval Operations to the officers and enlisted men in the Fleet. It is appearing in his newsletter, "From the Front Office," and is addressed to all hands. Admiral Moorer's words are especially meaningful at this time, and in order to pass them on to the man in the Fleet, major excerpts are published here in ALL HANDS.*

**T**HIS IS MY LAST OPPORTUNITY to address my thoughts to you as Chief of Naval Operations. I do so with mixed feelings. After more than forty-one years of serving in our Navy, I will soon assume the responsibilities of Chairman of the Joint Chiefs of Staff. I am deeply honored that our Commander-in-Chief has shown his confidence by appointing me to this position.

At the same time, I will miss the degree of personal contact and close affiliation which I have been privileged through the years to have with officers and men throughout the fleet and shore establishment of the United States Navy.

The past forty-one years have convinced me that our Navy has been made great, and will remain great, so long as we have dedicated people of all ranks and rates who put service before self, country before comfort and responsibility before personal convenience... and before what is phrased these days as "doing your own thing."

In what is now a different age, the concept of duty has lost none of its importance. It retains its age-old significance in the survival of a free society.

I would like to share with you some thoughts on values which I have cherished through the years—beliefs which have not changed in my mind since I was a boy, and particularly those which are related to personal responsibility. I hope these thoughts will also be meaningful to you, not only as a Navyman, but also in your everyday life as an American.

**I**N SAYING THIS I FULLY RECOGNIZE the large scale changes which have taken place during the 20th century. When I was a young man, consciously or unconsciously, strong home patterns, strong patriotic feelings, and strong beliefs in traditional religion provided a sort of conscience and care for our total society. The belief in God and country was adequate to provide the binding cement necessary, particularly in our American way of life.

The kind of responsibility I have in mind leans not so much in the direction of obligation as it does toward concern. It includes knowing to whom one is responsible. It implies caring enough to become in-

volved in discharging these responsibilities.

There is also what can be termed responsibility to tradition—the act of taking hold of the torch passed from one generation to the next, and then moving purposely ahead to achieve higher goals.

One of the most common links between generations is the knowledge that the results you want most are the same general aims and results your elders started out to achieve.

Thus, the object is not to discredit and destroy, but to analyze and reject the worthless while continuing to build on that which is consistent with your own goals. You cannot destroy growth and still continue to grow. You cannot keep the ball rolling if you tear the cover off and beat the stuffings out of it.

There is a great difference between discrediting something and offering honest criticism. For instance, public dissent and debate, including public assembly and protest, are part of the American way of life. They are characteristics of an alert and vigorous people. We teach our citizens to have convictions. We urge them to voice these convictions.

**U**NFORTUNATELY, SOMEWHERE ALONG THE LINE, something has been forgotten by a great many of our people. There is no quick, easy, and absolute solution to many of the world's problems. But I think we can test the course we are taking toward solutions, at any given time, simply by asking, "Is this consistent with what we are, with what we stand for?" This process is something we must work on every day.

Remember, we live in a real world, not a dream world. Dreams have no limits; the real world has practical limits—or at least limitations.

Above all, we must distinguish between the world of our dreams and aspirations and the tough, cruel, demanding world of reality where advantage, gain, and privilege are accompanied by work, sweat, tears and accountability for our actions.

A second responsibility is the one we all have to the society of which we are a part. We cannot try to wash our hands free of involvements in matters happening around us. We cannot try to wash away the stains of our own misdeeds.

You might ask, "Am I my brother's keeper?" The answer is "yes," and the same thought holds true for us as a nation. Over the years while we have been making our freedom more secure, we have learned that if freedom is to endure, it must be shared. We know that when any nation's freedom is denied, ours is threatened.

Freedom has no sign on it reading, "Made in America" or "Reserved for Americans."



# to the Fleet

**F**REEDOM IS NOT FREE, nor does it mean freedom from restraint—freedom means the supremacy of human rights everywhere.

Our support goes to those who struggle to gain those rights—and to keep them. I believe that free men throughout the world must work and fight together for what they believe, or soon they will have no cause for which to work, fight—or believe.

Closely related to our responsibility to society are our responsibilities to this great nation of ours. In my opinion, the first step a man should take in sizing up his responsibilities is to stop thinking of our country in terms of “they” or “the government.” Instead of trying to place the blame or burden on the “theys,” we ought to think more in terms of our own personal involvement.

After all, in America, the government is we—the people. In the Pentagon, I spend a sizable portion of my time trying to track down this elusive man, “they.” We must zero in on specific organizations and individuals, and not simply make random reference to some unidentified and probably nonexistent source of an alleged difficulty.

As a good American, you cannot be indifferent. Your first duty as a citizen is to be alert and interested in public affairs.

No discussion of responsibility to the nation would be complete without mention of military service, because national defense is a prerequisite to everything we aspire to as individuals and as a country. As President Nixon has said, if we do not provide for adequate national defense all other problems are moot.

**M**ORE SPECIFICALLY, our armed forces form a shield behind which all else operates. If you look at a map of the globe and then remember where our forces are—in Europe, in Southeast Asia, in Korea, and in our outlying states—you will see that they are positioned to dissuade the forces of aggression while we work to achieve a just and lasting peace.

They are there to help establish an environment of stability under which free men can determine their own course. They are there to permit orderly, political change.

Nor are our motives entirely altruistic. Freedom is on the line for America too; certainly there is no more important vocation or profession than to serve in the defense of our great nation. Therefore, I think those who seek to demean the uniform and degrade this service can well live to regret their actions, because without a strong leadership in the armed services the strength of our country will quickly decline.

The final responsibility I have in mind is the one you have to yourself. Personal responsibility begins

with integrity, which is simply another word for personal honesty. Without integrity, all the other qualities of your personality do not amount to much, for the dishonest individual will use his good traits only when they suit his convenience.

**S**TANDING RIGHT AT THE HEART of responsibility for one's self is the very simple question: “What am I for?” We hear a great deal today about what people are against but only a few ever stand up and tell us what they are for. After you can name and justify to yourself the things you stand for, the next step is to consider what you must do to support and foster those things. In other words, you must decide what you are for and then be for it.

On 2 July I will take over my last assignment as a military officer. As I pass into what one might call the twilight of my career and look about the world full of war and threat of war—as I look at the nation and see the bitterness of faction against faction and growing disrespect for law and order, I often wonder if everything my generation has attempted to do has been worth the effort. But, soon, I realize that it has, because our nation is stronger today than ever before.

We, as a people, face our problems more squarely than others. We are more willing to talk to one another—if even at the top of our voices sometime.

**A**BOVE ALL, IN AMERICA, there is much more hope than regret. There is less cause for remorse than rejoicing. It will always be so as long as—but only so long as—we have men and women willing and prepared to accept responsibility.

So you can approach the future with hands idle in your pockets, or busy rolling up your sleeves. You can stand there on the sidelines and criticize, or you can become involved and constructive. The man who turns away from responsibility will have much company—but not of his own choosing. He will be with birds of his feather—and they will deserve each other. A man who cares enough to become involved picks his company from among the finest.

No one has to wait long for responsibility. Responsibility begins wherever you find it and you find it whenever you begin to look for it. You begin to look for it that very day in which you realize how important it is for you to care about the world and the people who live in it.

To each of you, with whom I have had the honor and privilege to serve in our great Navy through the years, I wish Godspeed and a great future. My thanks, continuing confidence and admiration to each of you for your dedicated contributions to making—and keeping—our Navy the finest and strongest in the world.



# PROJECT LOBSTER

**S**EABEES GO WHEREVER there's something to be built —from the ice of Antarctica to the jungles of Southeast Asia. Now they're working on project LOBSTER.

When the Navy began building under the ocean, it was natural Seabees would be on the scene.

Seabee divers are in on the ground floor of some of the Navy's most exciting new projects: exploring ways for men to work and build under the oceans.

The oldest active Seabee diving locker at present is the one at the Naval Civil Engineering Laboratory (NCEL), Port Hueneme, Calif. The work of the two officers, nine enlisted men, and six civilian divers at NCEL is developing construction methods that will be used in underwater construction throughout the Navy.

NCEL is now working on many research and development projects in underwater construction, and the number is growing all the time. The allowance of men to the diving locker has been increased since it was established in 1967.

In a recent six-month period, NCEL divers made 420 dives and spent 230 manhours underwater.

"Our mission," says Lieutenant J. A. Droll, diving officer, "is to support NCEL and its ocean engineering program, or any other Laboratory project involving underwater construction, observation, evaluation and development."

That covers a great number of jobs: site surveying, cutting and welding materials, operating and testing underwater tools, inspecting earlier projects — and, of course, building underwater structures.

**A** SCIENTIST OR ENGINEER can do only so much in a lab. Eventually, any new idea must be tested by actually putting it to work under real seawater. That's where the divers come in.

For example, the NCEL divers have been working with LOBSTER for almost two years, making more than 200 dives. The project, named from its initials—Long-term Ocean Bottom Settlement Test for Engi-

neering Research—involves testing different types of underwater foundations for structures.

Divers working on LOBSTER take measurements, install instruments, remove lines and attach new parts of the test structure according to a test schedule.

Another major job is testing new underwater tools. Tools used on land don't work the same underwater.

Engineers designing underwater tools must take into account not only how well the tool works, but also its buoyancy, how well it will stand up to long usage, and how tired a diver using it will become.

NCEL divers are testing tools with pneumatic, hydraulic and explosive power sources. At depths to 120 feet, they have checked out hydraulic chain saws, pneumatic wrenches, hydraulic and pneumatic drills, and stud guns.

New types of anchors are also being studied — models that imbed in the bottom by using explosives or vibrating mechanisms. They are intended for deep-water projects which require high resistance to upward pulls and quick emplacement without dragging. One vibratory anchor being tested weighs 2500 pounds and needs special handling equipment.

NCEL divers have made about 40 dives in the anchor testing project, often working from the 230-foot salvage ship *USNS Gear* (ARS 34). They actuate motors, connect parts of the anchor systems, tether lines from lifting devices, and do other jobs as needed.

**T**O GAIN A BILLET with the NCEL locker, a man must be at least a second-class diver, eligible for shore duty. Men are chosen on the basis of service reputation, rate and potential.

"Even the apparently simple task of turning a screw a hundred feet below the surface can create a problem some divers can't solve," LT Droll said.

"In total darkness, swimming in murky waters, an unexpected common setback may prove too much of a stumbling block. Our divers must exercise on-the-spot





• SEABEE DIVERS at NCEL are shown at work in photos above. L-R: Divers surface after testing power saw. LT Droll inspects deep-sea suits, then reviews dive worksheet with team in classroom. Locker member takes readings in tank room. Divers check mask before entering new 10-foot-deep test tank. Displayed hard hats are kept shined.

judgment, based on training and familiarity with the job. This immediate mental and physical response is vital to prevent a project from becoming aborted for the day, or perhaps longer."

More divers who want this kind of challenge will be needed as the Navy continues its plans for Underwater Construction Teams.

Divers assigned to the Naval Construction Forces at Davisville, R. I., are in the process of completing their first project. Less than a month after outfitting, the divers undertook the task of emplanting a 46,000-pound acoustic antenna array at a depth of 1400 feet off Andros Island, Bahamas. The emplantment was successful and the array will rest in its temporary home until testing is complete. It will then be returned to the surface and transported to a more permanent location.

**A**T THE NCEL LOCKER, newly assigned divers are issued a custom-made wet suit, regulator, mask, fins, weight belt, depth gauge and watch. All this equipment except the wet suit is returned to the locker at the end of the tour.

Hard-hat deep-sea diving suits and gear are kept in the locker. Both of the diving locker's two work boats can be equipped for either scuba or hard-hat diving: a 56-foot LCM-6 (landing craft) and a 50-foot MHU-4 (mine-hunting utility craft/diving tender).

On shore, the locker begins using a new decompression chamber early this year. The double-lock aluminum chamber, five feet by 12 feet, will serve both as a treatment unit for divers with decompression troubles and as a testing device for diving candidates.

It isn't likely to be used for treatment very often. The locker has records of only one case of diving sickness ("bends"), and no serious casualties during diving operations.

LT Droll attributes the locker's excellent safety record to "the care and attention of diving supervisors,

our strict code of regulations, and the divers themselves."

Before each dive, the team receives thorough instructions on the job, the length of time to remain at depth, and the decompression schedule during ascent.

Another new item of equipment is a 10-foot-deep test tank, used to try out projects and equipment before taking them to sea. It is filled with filtered ocean water. Operations inside can be observed and photographed through a glass window.

The tank — nicknamed "the lobster trap" by a diver — is expected to be particularly useful in tests of underwater tools and power sources, and in solving problems of supply.

"The lobster trap" is in the back room of the locker's 6000-square-foot complex, along with storage rooms, a boss's locker and workshops.

**U**P FRONT, A VISITOR is greeted by two diving helmets mounted on stands. Nearby is the tank room, where scuba bottles are stored; the compressor and air room; a classroom and offices; and the locker itself, which can accommodate 20 divers and their equipment.

One of the busiest sections of the locker is the classroom. There the divers take refresher courses in procedures, review safety precautions and learn the latest techniques.

Constant safety reviews are one reason for the locker's record of preventing serious accidents. Another is the watchfulness of the diving supervisor.

The supervisor is chosen for being well versed in all aspects of diving, calm and capable of quick reaction under pressure.

He's in charge of all the divers at work on a project, and responsible for their safety. The supervisor watches the water, bubbles, wind, and instruments, noting the depth and pressure his men are working in. In case of emergency, he has two standby divers waiting aboard the boat.

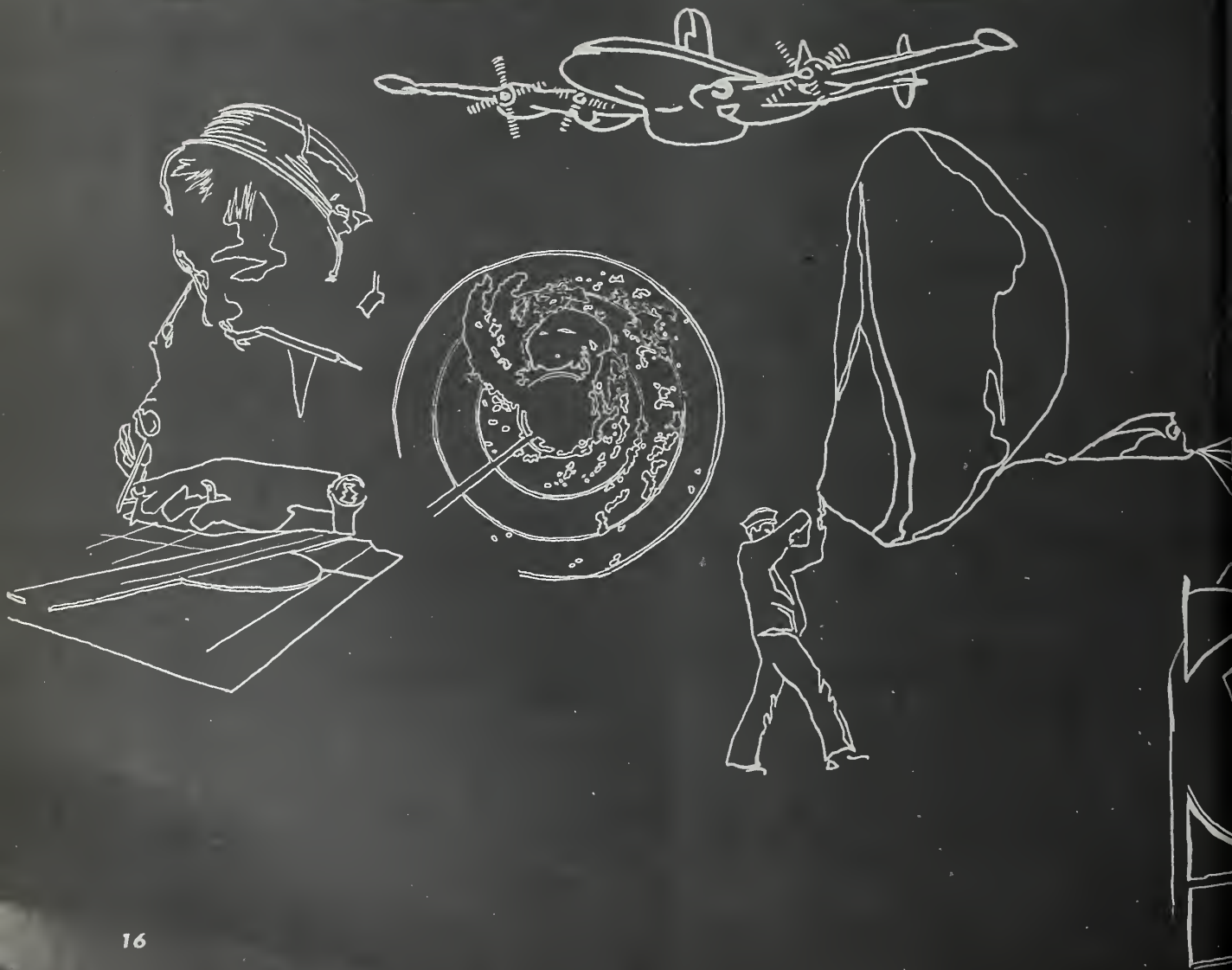
There's a great deal of responsibility for a diving supervisor—or any other diver.

But he's getting to the bottom of problems in one of mankind's last frontiers — the world of inner space.

—Story by Jerry Thomas

# WEATHER CENTENNIAL

# 100





**W**HAT'S THE WEATHER going to be? This is one of man's oldest questions.

As the United States weather services mark their 100th anniversary this year, weathermen are answering that question in ways that weren't dreamed of a century ago—using satellites, radar and computers to observe and forecast weather throughout the world quickly and accurately.

Navy operations today depend on the skilled weathermen in all parts of the world—those in the Navy itself, in the other services, and in the Weather Bureau. And in turn, the weather services rely on the Navy for accurate observations of the atmosphere over the seas.

Weather forecasting equipment has come a long way in a century, from simple thermometers and barometers to sophisticated electronic gear. So have the weathermen themselves.

It began on 9 Feb 1870, when President Grant signed a joint resolution of Congress authorizing the establishment of a national weather service under the War Department. The service was first called "the Division of Telegrams and Reports for the Benefit of Commerce."

Americans had been observing the weather systematically for hundreds of years before, but never as a nationwide, government-sponsored activity.

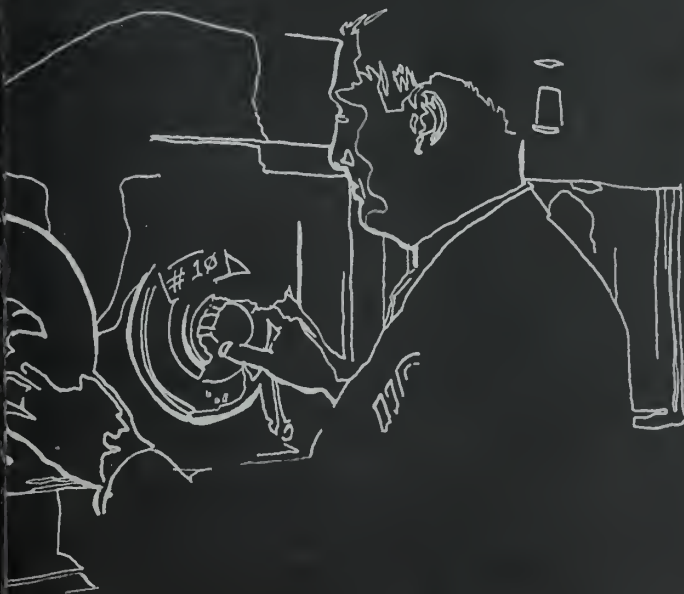
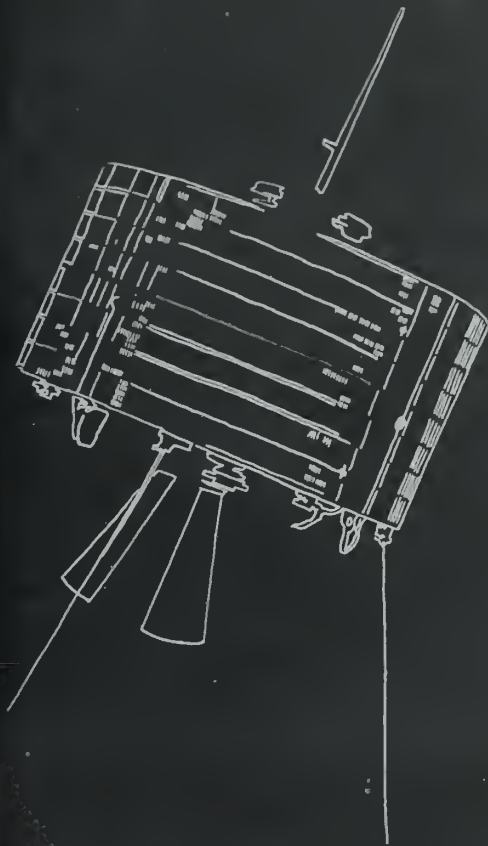
**I**N 1644, only 24 years after the Pilgrims landed, the Rev. John Campanius Holm began keeping regular weather records near what is now Wilmington, Del. His diaries are the first known continuous weather records in the present United States.

Later, in many parts of the country, other men kept weather diaries and studied the weather—among them Thomas Jefferson and George Washington. Everyone has heard of Benjamin Franklin's kite-flying experiment which demonstrated the electrical nature of lightning; but not many people know that he was also the first to deduce the progressive movement of a storm system as a whole.

The government had been gathering weather observations for some time. During the War of 1812, the Surgeon-General of the Army directed hospital surgeons to observe the weather and keep climatological records, because of widespread interest in the effects of weather on health—an interest which continued until the early 20th century.

A system of weather observations at land offices had begun in 1817. In the second quarter of the 19th century, New York, Pennsylvania and Massachusetts had weather observation stations under the state governments.

**B**UT THERE WAS NO WAY to make meteorology a practical science until the appearance of the telegraph in 1845. With this new means of sending infor-



mation over long distances instantly, coordinated observation and warning networks could become realities.

The Navy, whose ships at that time were dependent on the winds for propulsion, took an early interest in weather observations. In 1838, the Naval Observatory began taking readings every three hours.

Best known of the Navy's pioneers in weather is Matthew Fontaine Maury, a naval officer who was superintendent of the Depot of Charts and Instruments. He organized a system for collecting weather information from the logs of Navy ships and domestic and foreign merchant vessels, evaluated the data he gathered from the logs, and in 1847 issued his "Wind and Current Chart of the North Atlantic."

Maury encouraged ships of all nations to take regular observations and send them to him in Washington. In exchange, he gave them his charts and sailing directions.

The use of Maury's data cut passage time from New York to San Francisco by as much as 50 days. Similar savings of time were made on other routes.

In 1849, Professor Joseph Henry of the Smithsonian Institution established a large observation network by supplying weather instruments to telegraph companies. Local telegraph operators made simultaneous observations and sent them to the Smithsonian. Maps prepared from these observations were displayed in Washington.

**B**y 1861, Professor Henry had 600 stations making regular weather reports; but the coming of the Civil War broke up his network.

In his annual report for 1865, the professor advocated bringing all weather observations in the U. S. under one agency, as an effective means of predicting storms and warning coastal shipping.

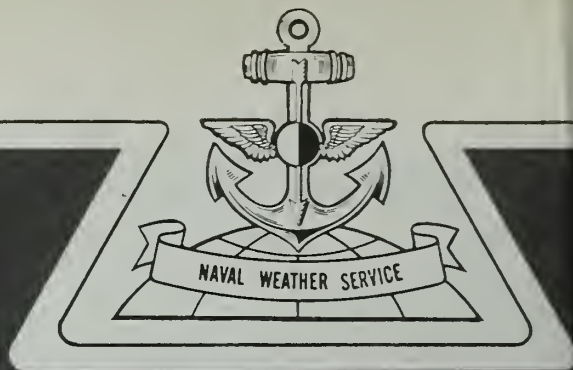
The director of the Cincinnati Observatory, Cleveland Abbe, who created an observation network in 1869, agreed. Abbe's system used some of the former Smithsonian observers, and issued predictions of weather as "probabilities."

Increase A. Lapham, who had served as an observer for both networks, repeatedly urged the formation of a warning system for Great Lakes shipping. He convinced a friend, Congressman H. E. Paine of Wisconsin, that such a system could save lives and property.

Paine decided that the suggestion would be valuable for the whole nation, as well as the Great Lakes region. In 1869, he introduced a bill to establish a national weather service under the Secretary of War.

The bill passed, and the government entered the weather business.

**T**HE SYSTEM GREW rapidly. In 1873 the Signal Service began a river stage and flood warning service.





An act of 1872 provided for general weather services by appropriating money for "storm signals throughout the United States for the benefit of commerce and agriculture."

Soon the 383 observers still in the Smithsonian network were transferred to the Signal Service. Cooperating with the British Meteorological Office, the service—renamed the Signal Corps—began issuing warnings of Atlantic storms in 1885. By the next year, forecasts of cold waves were passed along by telegraph, telephone and railroad in an effort to give at least 30 hours' warning.

During the 1880s, weathermen studied tornadoes, moisture in the air, and atmospheric electricity. New kinds of tools and methods were devised: balloons, thermometer exposure, and wet-bulb conversion tables.

In 1890, after a congressional commission had decided that the weather service should no longer be a military function, the service was transferred to the Department of Agriculture by law. The next year, the Signal Corps weather stations, telegraph lines, equipment and personnel (honorably discharged) became the Weather Bureau.

**A**S THE CENTURY turned, the bureau was the first government agency to adopt a new communications technique—wireless telegraphy. In 1902, it sent its first forecasts to ships at sea, and three years later it received the first weather report from a ship by wireless. After the *Titanic* disaster in 1912, the Coast Guard began the International Ice Patrol to help protect ships from icebergs.

And in 1914, the bureau established an aerological section to meet the growing needs of aviation—a field that would soon account for much of the work of the bureau.

During World War I, the Navy took its first steps toward forming a meteorological service of its own. In 1919, the Navy Aerological Service was established on a permanent basis.

As aviation grew, so did the Weather Bureau and its counterparts in the military services. In 1926, the Air Commerce Act made the bureau officially responsible for weather services to civilian aviation.

The bureau improved its services further between the wars. As before, it was often the first to try new ways to do its job. Radiotelephone broadcasts of forecasts by the University of Wisconsin in 1921 were the first systematic use of the new medium. In 1934 the bureau set up its first airmass analysis section to study the interaction of large parcels of air with different water content and temperature. And in 1935, it established an improved 24-hour hurricane warning service.

1940 was an eventful year. The Navy and Army Air Corps established weather centers in Washington; the Coast Guard began manning ocean weather sta-

tions in the Atlantic; the Weather Bureau issued its first official five-day forecast; and the bureau transferred from the Department of Agriculture to the Department of Commerce.

**T**HEN CAME WAR, and the military services brought their weather arms up to strength in a remarkably short time. At the time of Pearl Harbor, the Navy's Aerological Service included only 90 officers and 600 enlisted men; by the end of the war, its weathermen numbered 1318 officers and about 5000 enlisted men.

Wartime technology brought two major new tools to the weather services—radar and high-flying rockets. Another, the computer, came later.

Radar, capable of scanning thousands of square miles, provided a three-dimensional view of storms to show their location, dimensions, intensity and movement.

Weather balloons, followed by rockets and satellites, have given meteorologists a great deal of information. Recent satellites have given views of cloud formations over the whole earth, and measured temperatures in many layers of the atmosphere.

And computers have provided the means to work out complex formulas describing atmospheric processes to produce forecasts.

The military services today benefit from the services of the Weather Bureau — and provide a great deal of the information used by its meteorologists. The best known of the weather services performed by the military is the work of Navy and Air Force "hurricane hunters": the fearless men who fly into dangerous tropical storms to provide data on their location and intensity.

**B**UT THERE'S MUCH MORE to military weather services. Their roles include making observations at the surface and in the upper air; making weather reports from aircraft in flight; giving radar information; collecting climatic data in overseas areas; providing a typhoon warning service for the Western Pacific; and giving communications support to the Weather Bureau in collecting and distributing weather information.

What's coming up in the second century of the weather services? One forecast envisions satellites with advanced sensors probing every cubic mile of the atmosphere, feeding the data into computers, and making highly accurate weather forecasts automatically. Or it's even possible that man will learn to control the weather to some extent.

Sound far-fetched? Try to imagine how today's weather services, with their radar, satellites and computers, would appear to the men who started it all — those "observer-sergeants" of the Signal Service in 1870.

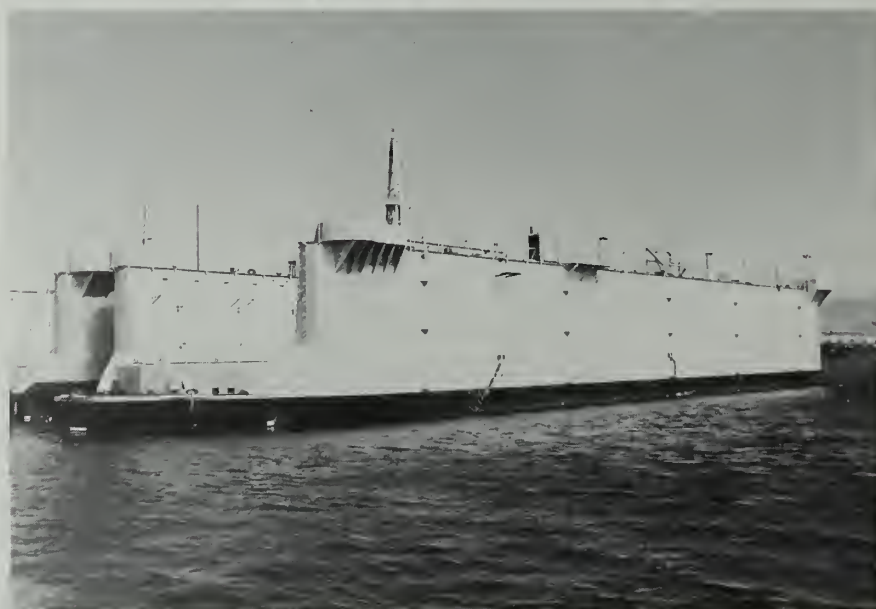
—Art by Chris Pilachowski, DMSN, USN



# SHIP in a SHIP

## AUXILIARY FLOATING DRYDOCK

Above left: Ship settles down on wooden keel blocks of the floating drydock. Below: As many as five vessels can be serviced in AFDL 23 at one time.





**S**LOWLY, FOOT BY FOOT, the waterline recedes as the ship settles on the wooden keel blocks on the deck in the floating drydock.

A group of well trained sailors moves about the ship's hull which is still spattered with barnacles. Speed is essential in servicing the craft because another is ready to take its place.

Located at the U. S. Naval Support Activity, Da Nang, Republic of Vietnam, AFDL 23 (auxiliary floating drydock) is one of two of its class operated in Vietnam (the second is operated by the Army in Cam Ranh Bay).

With a capacity of 1900 tons, the drydock can handle ships up to 300 feet long and 45 feet wide. And with a crew of 80 men working in two shifts 24 hours a day, the dock services an average of 40 craft a month.

"Any work that can't be accomplished above the waterline," said Warrant Officer James W. Johnson, officer in charge of AFDL 23, "is done in the drydock. Our main job," he explained, "is repairing hulls and main propulsion systems. We also do ship preservation which consists of scraping and painting the hulls."

The Navymen at Da Nang claim their AFDL is one of the busiest in operation today. As many as five boats are serviced in the drydock at one time. Routine repairs take anywhere from 24 to 48 hours. Major jobs take up to four days.

It's a tough assignment, but a rewarding one.

—Story and Photos by PH1 Lennox D. McLendon



Above: AFDL 23 docking officer (left) talks with ship's supervisor concerning progress of repairs. Below: Machinist's mate removes layers of sealife from ship's propeller.

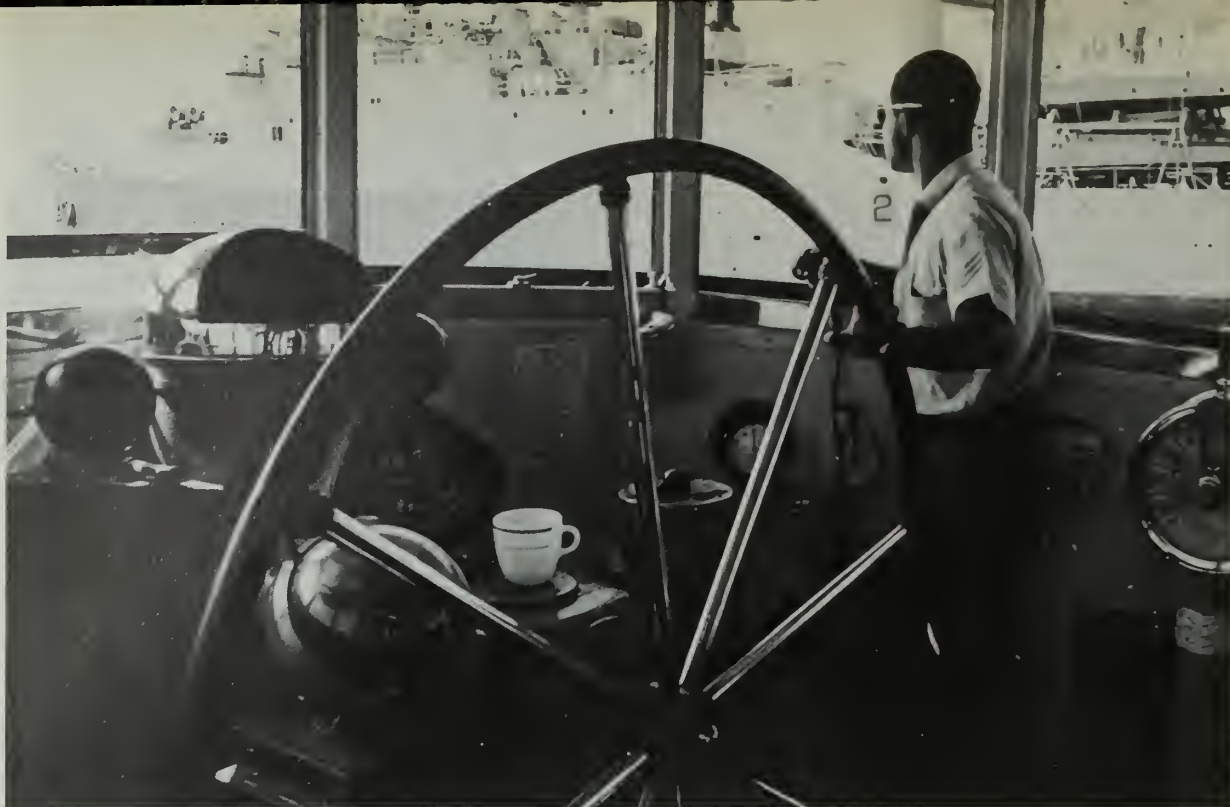


Before raising a ship, diver goes down to check positioning of ship's hull in keel blocks.



Damage controlman checks extent of damage to a ship's hull prior to repair.





BM1 Ervin Pullimam, tug master of the '52, takes position on USS Hermitage (LSD 34) as she enters harbor at San Juan, Puerto Rico.

## YTM: MUSCLES BY THE YARD

**N**ORMALLY, LITTLE GUYS don't push big guys around too much. But at the U. S. Naval Station, San Juan, Puerto Rico, they get away with it every day.

The "little guys" are the four YTM's (medium harbor tugs) assigned to the station's Port Services Division. Their jobs are to ease the larger ships in to the pier, and to assist them in getting underway.

During Operation Springboard, a typical day aboard YTM 752 may start at 0700, when the Port Services Officer, Lieutenant George Wilson, briefs the tug masters on assignments to ships which will need assistance that day.

At 0730, YTM 752 ("the '52 boat," as she's commonly called) is underway.

Her first job is to move the Venezuelan destroyer *Flores* from her present berth to the one just forward and outboard of the U. S. Coast Guard cutter *Boutwell*. *Flores* is powerless, so the '52 boat must do all the work—pull her away from the pier, move her forward to *Boutwell*, and then gently nudge her alongside until the lines are secured.

The next assignment is to assist USS *Hermitage* (LSD 34) as the dock landing ship enters port. The '52 boat waits in the turning basin for the ship, which is 45 minutes later than scheduled.

Much of the tug's time is spent waiting for ships to arrive or depart. At times, some of the larger ships wait at the harbor mouth until another ship has cleared the harbor.

As *Hermitage* enters the harbor, Boatswain's Mate

1st Class Ervin Pullimam, tug master of YTM 752, makes radio contact. He informs the LSD that his boat has been assigned to assist her, and that he will take a position on the port side of the ship.

*Hermitage* informs the tug that the boat's services won't be needed until the ship is ready to turn for the approach to the pier. The '52 boat then steams in formation with *Hermitage*.

**W**HEN THE SHIP IS READY to turn for her approach the '52 boat receives a line from the bow while a sister tug, YTM 128, takes a line from the stern. Slowly the two tugs push and pull to turn the larger ship.

As *Hermitage* is positioned abreast of the pier, the tug master must depend on the harbor pilot and the bridge watch team on the ship. He cannot see the pier from his position, and takes orders from the pilot by radio. To save time, BM1 Pullimam doesn't acknowledge the orders over the radio, but gives a short blast on the tug's whistle to inform *Hermitage* that he has received the order and understands it.

The tug has two engine order telegraphs, but they're too slow to handle the rapid-fire orders that come while a ship is being berthed. Usually, as BM1 Pullimam receives orders from the harbor pilot, he passes them to the engine room with a button in his hand that activates a buzzer system below decks. One short buzz means ahead one-third; two shorts mean ahead two thirds; one long means ahead full, and so on.

About 20 minutes after the ship came alongside



the pier, *Hermitage's* lines are doubled up and mooring is complete. The ship releases her tugs. As the '52 boat backs away from *Hermitage*, Harbor Control calls her on the radio to say that her next assigned ship is entering the harbor.

**T**HE CREWS think they have good duty. It gives men in seagoing ratings a chance for shore duty, while it allows them to work in their rates.

Each YTM has berthing and messing facilities, but normally it's only on duty nights that the whole crew lives on board—two boatswain's mates, two engineers, two electrician's mates, a fireman and three seamen.

The '52 boat and others of her class displace 340

tons, with an over-all length of 107 feet. They have a 3000-mile range.

Most of the 120 ships taking part in Operation Springboard 1970 paid visits to San Juan. Normally, only the submarines could enter the harbor without help from tugs.

With Springboard ships entering and leaving port almost daily, there's a lot of pushing and shoving to be done, but it's no problem. A YTM can take "big guys" 53 times her weight and put them in their places. The big guys don't object at all.

—Story by JO1 Bill Noonan, USN;

—Photos by PH2 Jeff Comer and  
PH3 John Fedorczyk, USN.

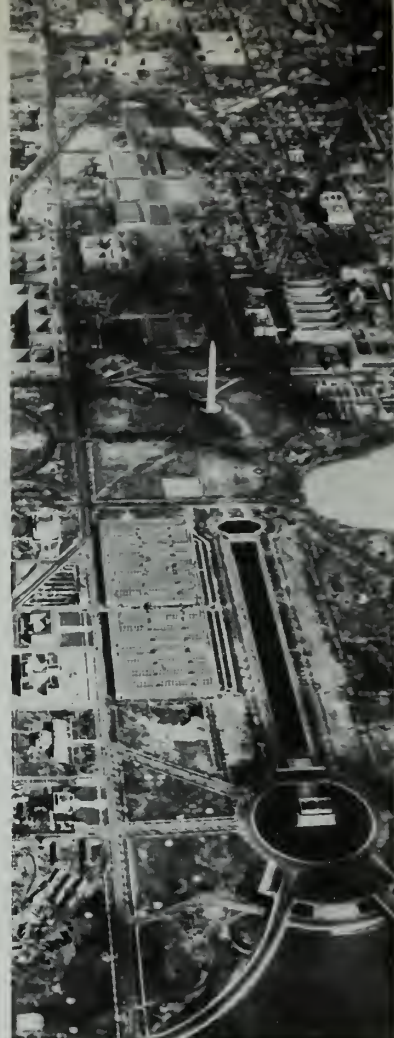


Left: Linehandler from San Juan Naval Station takes first line ashore from USS *Hermitage* (LSD 34) as YTM 752 eases ship to the pier. Above: Crew of YTM 752 stand by to pass lines to powerless Venezuelan destroyer. Below left: Captain of *Hermitage* and San Juan harbor pilot direct ship's mooring from wing of bridge. Below: The 752 leaves USS *Hermitage* moored to pier.



Fill  
The  
Steins  
To  
Good  
Old

MAIN Navy



Top: The nine-wing Navy building (foreground) under construction in 1918. Above: SecNav Josephus Daniels (front row, third from left) and bureau chiefs in 1920. Below: The Navy building facing Constitution Avenue.

The Capitol, Washington Monument, Main Navy and Munitions Building (left of Reflecting Pool) and Lincoln Memorial.







Clockwise from left: The Duke of Windsor visits Navy Dept. in 1941. (2) "Student Defenders of America" with SecNav Frank Knox in 1940. (3) SecNav Josephus Daniels (seated) and Asst. SecNav Franklin D. Roosevelt (third from left) with Advisory Council (1917-1918). (4) Navy Chiefs and Yeomanettes of World War I in front of Main Navy.



**M**OST OF THE NAVYMEN who have been stationed in the Washington, D. C., area remember the Main Navy building between 17th and 21st Streets, N. W., on Constitution Avenue. It has been "home" for the Navy since October 1918, but its days are now numbered.

It is slated for "decommissioning" — and will be scrapped, after serving the Navy well for more than half a century.

This will be an occasion for nostalgic recollections by many of those who saw duty in that sturdy structure which has been the scene of much planning and decision-making in Naval history.

Main Navy isn't one of the more beautiful buildings in the nation's capital and few will shed tears at its passing. When it was built, however, the public's feeling was more enthusiastic and, indeed, the structure did employ features which were new to its time and could be viewed as whispers of the architectural future.

The building's simplicity could probably be considered extraordinary in an era which hadn't quite recovered from Victorian fussiness. The portions of the building facing Constitution Avenue (known as the headhouse) and its wings were all 60 feet wide — a feature which lessened construction difficulties and lowered costs which had been reckoned at only 29 cents per cubic foot.

**T**HE BUILDING WAS constructed of steel reinforced concrete and the walls featured large glass areas which were also unusual for their time.

Part of the land on which the building was constructed had once been the Potomac River bed and was, at that time, some distance from the rest of Washington. Because of this isolation, dining facilities were built into the structure. In fact, its "spacious

cafeterias, latest in toilet facilities and numerous ice-water fountains" were points of pride.

To stimulate the morale of the workers who were at that time considered distant from the rest of the city, social events were fostered such as songfests, boxing bouts, pie-eating contests and dancing competitions. Workers' pay was also raised (from 30 to 40 cents an hour).

Probably the most astounding feature of the Navy Building (from a 1918 point of view) was its size. It contained one million, 800 thousand square feet of space and its nearest rival in size was the 41-story Equitable Building in New York which had 100,000 square feet less.

Even by today's standards, the building's size is not unimpressive. To inspect the radiators in the structure a man would have had to travel 25 miles.

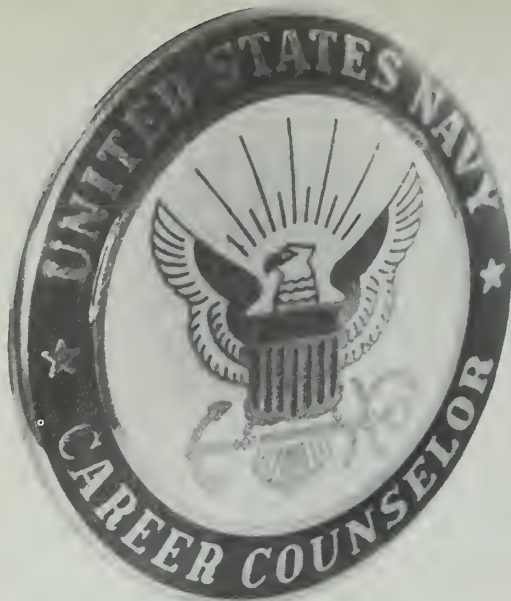
If he were to walk the corridors of the building, he would only have to travel 12 miles.

**B**ECAUSE OF THE MARSHY nature of the ground on which the building was constructed, more than 5000 pilings were driven from 20 to 52 feet into the ground to support the structure. It took four pile drivers working night and day to do the job but, by the end of 63 days, the piling work was completed.

A 17-foot high trestle running the entire length of the building was constructed from which trucks could unload gravel and cement. A small rail system actually handled the cement.

Only five and a half months were required between the time the construction contracts were signed and the building's first occupancy. When the armistice was signed, there were 14,000 employees.

The employees who will be the last to work in the Main Navy Building are moving to several office complexes in the Virginia suburbs of Washington.



# the Well Informed Navyman

**B**Y THE TIME A PETTY OFFICER attains a rate in the top four pay grades, he has demonstrated his ability to meet and accept the challenge of leadership within his specific rating.

But the challenge need not end there. It may be met in other areas, such as the field of career counseling, where the need for top-drawer petty officers is ever present.

Here is an opportunity for senior POs to assist other Navy men in reaching decisions as to the careers they wish to pursue. Further, it affords the career counselor the opportunity to gain additional leadership experience and at the same time enrich his own background with the most up-to-date career information.

Candidates must meet certain standards of quality, but by no means must they emerge from some superhuman category. They come from every walk of Navy life. Some are boatswain's mates or machinist's mates; yeomen or builders; some are signalmen, others are aviation electricians. Above all, they are outstanding Navy men.

**W**HETHER AN INDIVIDUAL is selected by his commanding officer or applies for the program and is selected by a review board in the Bureau of Naval Personnel, he no doubt will:

- Be career-minded, with at least one reenlistment behind him.
- Have a genuine interest in other people as individuals.
- Like and be liked by other people.
- Have the ability to solve problems.
- Be respected by his shipmates.
- Be capable of carrying on a good conversation.
- Possess a well-balanced personality, be able to control his temper, be tactful, patient and able to control any prejudice or bias he may have.
- Be sincere in his convictions to the extent that he is a good salesman without being flashy or superficial.

With regard to the last requirement, the Navy career Counselor does not have to be a man who knows a great deal, but he should be someone who, by habit,

is skeptical enough to ask questions. Not just any questions, but those which will reveal the facts of a situation.

**T**ODAY, EACH COMMAND is directed to have at least one trained counselor called the Command Career Counselor, plus a senior career petty officer in each division who serves as Division Career Counselor in addition to his regular duties.

On a larger scale, the Bureau of Naval Personnel assigns full-time counselors at the rate of one counselor for every 400 men assigned to a ship or unit. Attack aircraft carriers have four full-time command counselors and approximately 40 division part-time counselors, while antisubmarine carriers, cruisers and amphibious assault ships are allotted two command counselors; guided missile frigates, one; destroyer squadrons, four; escort squadrons, two; service squadrons, five; amphibious squadrons, three; and submarine flotillas, two, etc.

Personnel interested in the BuPers-Controlled Career Counselor Program should consult Chapter 9 of the *Enlisted Transfer Manual*.

**T**HE CONCEPT OF career motivation was primarily initiated in the years following the end of the Korean conflict. It was shaped and directed by two major influences: the impact of modern technology on weapons systems; and, an increasing awareness of the importance of the Navyman as an individual.

With the commissioning of *uss Nautilus* (SSN 571) in 1954, the United States introduced nuclear propulsion to the Fleet. It also expanded its technological interests in guided missile systems, improved sonar systems, multipurpose supersonic aircraft with sophisticated weapons systems — all of which called for highly trained, well qualified maintenance technicians and systems operators. But, just as the need for skilled personnel increased, the Navy's reenlistment of these individuals began to decline.

Why?

The Navy was training the technicians, but then losing them to higher paying jobs in private industry.



In fact, many of these civilian companies manufactured the products with which the Navy men had been trained.

**T**O MINIMIZE THESE LOSSES and to increase the attractiveness of career service, the Navy began to offer incentives, primarily in the areas of pay, education and advancement. Among them are NESEP (Navy Enlisted Scientific Education Program) which offers a four-year college education and a commission; STAR (Selective Training and Reenlistment Program) which offers early reenlistment, advanced training and advancement; SCORE (Selective Conversion and Reenlistment Program) through which an individual may change his rating and receive special training benefits; and ADCOP (Associate Degree Completion Program), an opportunity to obtain an associate degree in a specialty related to an individual's rating while attending a junior college full-time.

One of the first pay incentives to be offered was the proficiency pay program which commenced in 1959. More recently, the Variable Reenlistment Bonus Program was established and offers up to \$10,000 bonus for a six-year reenlistment. This VRB program accounts for about 75 per cent of first-term reenlistments.

By the mid-60s, the number of incentive programs had increased appreciably, but at the same time it became apparent that many Navy men, especially first-

Career Counselors and informed their interviewees of the full range of incentive programs available to them.

At the end of the evaluation, nine of the 10 ships had doubled their reenlistment percentages, and career counseling was approved for all naval units and activities.

Today's counselors are trained at the BuPers Career Information and Counseling Schools located at Naval Training Center, San Diego, and Naval Station, Norfolk. Graduates of the three-week training, which covers all aspects of disseminating career information and interviewing techniques, are assigned NEC code 9588 (career counselor).

**P**ART-TIME COUNSELORS are trained at the BuPers schools or at type command schools which average about two weeks in length. Those who complete the type command training may also receive NEC 9588 designations, but first they must serve six months in an on-the-job status as career counselors and be recommended by their commanding officer.

Regardless of where the prospective counselor receives his training, he is taught certain general procedures and practices within the program, such as how to conduct personal interviews. This is perhaps the single most important facet of career counseling.

No less than five career-type interviews are held with a Navyman during his first-term tour. The first is conducted shortly after he reports to his first command after boot camp or Class A school.

The second interview, referred to as a progress interview, is conducted after the individual has been in service one year, at which time an appraisal is made on his progress. The second progress interview is held just before the Navyman completes three years' service. Here, again, the man's progress is appraised. If he is serving on an initial six-year enlistment, third and fourth progress interviews are conducted at one-year intervals.

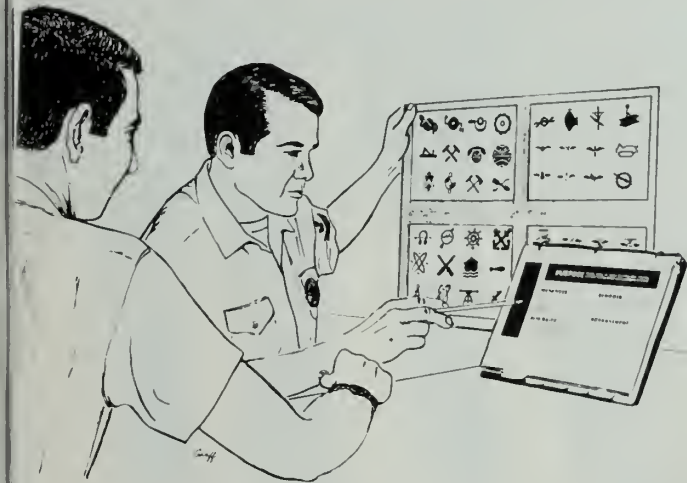
**F**OUR TO SIX MONTHS before the man's expiration of enlistment, he is invited to discuss in detail with the command counselor the possibilities of making the naval service his career. This interview, however, is afforded only to those individuals who are qualified for reenlistment based on Navy standards and directives.

If the Navyman states that he will reenlist, a congratulatory interview is held by an officer in the command, and again at the time he is sworn in by his commanding officer. Those who choose to be separated from the Navy receive a separation interview at which time their post-service benefits — such as the G. I. Bill — are explained in detail. And, naturally, they are encouraged to be Navy supporters in civilian life.

The aim, of course, is to score steadily on the target of retention. But in order to do so, the Career Counseling Program must have the finest representatives of informed leadership on the team.

It's a challenge you may wish to check into.

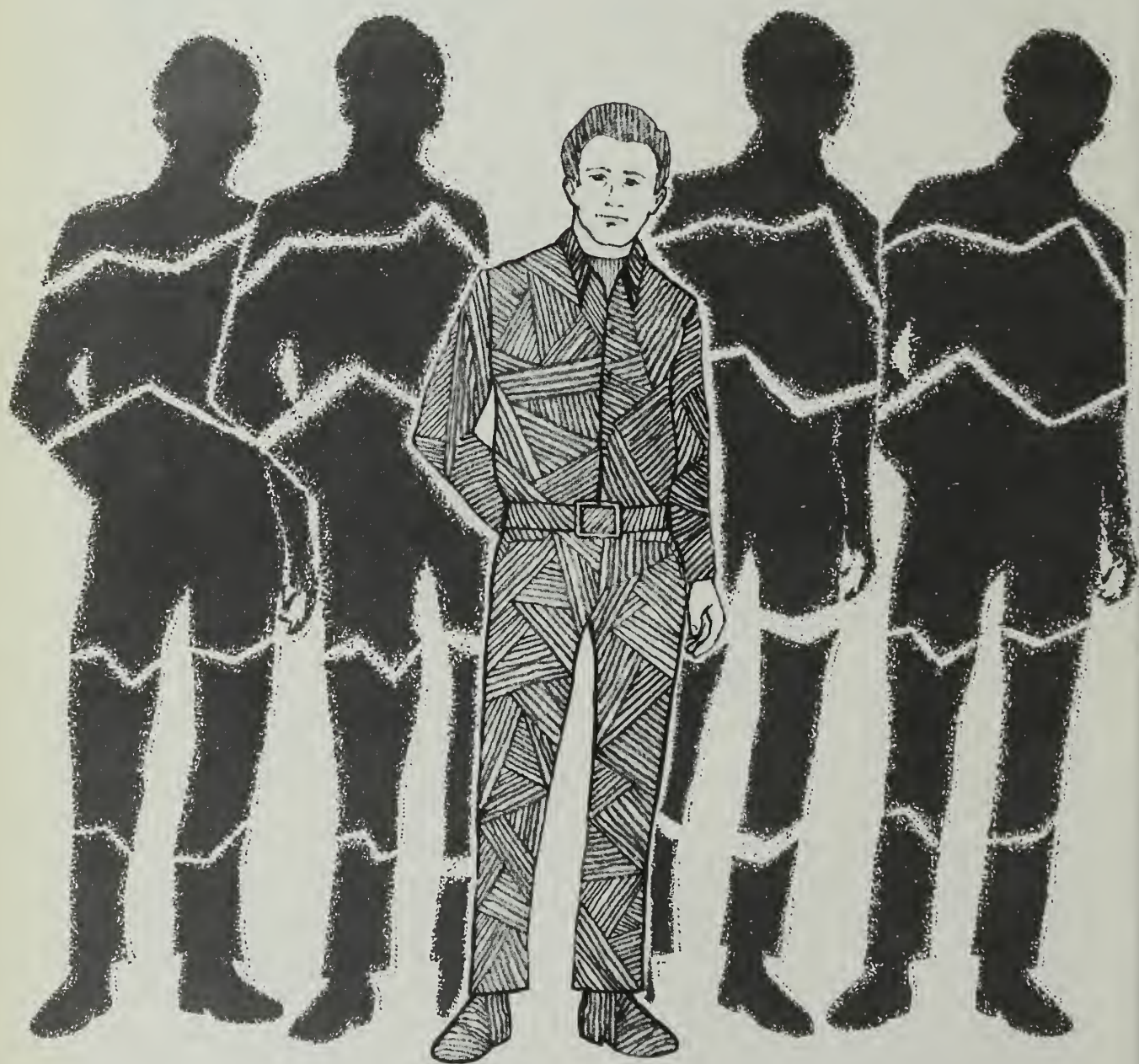
—JOC Marc Whetstone, USN.



termers, were not made fully aware of them. As a result, it was proposed that men, already career-motivated and specially trained in career information, counsel those whom the Navy wanted to motivate toward career service. Thus, the Navy's Career Counseling Program was born.

**T**O MEASURE the effectiveness of such a program, an evaluation was conducted from 1965 to 1967. Selected career petty officers were trained and assigned to 10 ships, five in the Atlantic Fleet and five in the Pacific Fleet, that had consistently low reenlistment rates.

The petty officers selected to conduct the counseling interviews on a full-time basis were designated





# DRUGS: WHY?

**L**AST FEBRUARY, a 20-year-old university student in Florida died in a gasoline fire. A coroner's jury ruled the death to be suicide—that, in fact, he had burned himself to death after dousing his car with gasoline.

The letter he left is, in a sense, addressed to anyone who is tempted to try drugs as a mind expanding agent. The county judge presiding over the case made it available to the press. Excerpts from the letter are reproduced here.

"This Christmas I had a very bad experience with a drug called mescaline. I have smoked a little pot before—as many my age—but I tried mescaline only once.

"Since then I have not been in control of my mind. I have killed myself because I can no longer run my own affairs, and I can only be trouble and worry to those who love and care for me.

"I have tried to straighten myself out but things are only getting worse.

"Please forgive me parents for quitting after you have raised me, but I cannot live with myself any longer.

"You were good parents and I love you both, don't let my downfall be yours—you have nothing to be ashamed of. I made the mistake—not you.

"The drug experience has filled me with fear and doubts of myself. I cannot go on. Please try to remember my good points and excuse this final act of desperation.

"There is nothing but misery for all of us should I allow myself to deteriorate further.

"To those of my friends who might also think about learning about themselves with mind expanding drugs—don't.

"Learn about yourself as you live your life—don't try to know everything at once by swallowing a pill. It could be too much for your mind to handle at one time. It could blow out all the circuits as it did with me.

"I am too weak to fight—too proud to live forever on sympathy of others. Love, . . ."

**W**HEN A NAVYMAN reads that drug abuse in the United States has reached epidemic proportions, he is bound to wonder if the epidemic has reached the Navy and, if so, how he is affected.

The answers are not entirely comforting. The Navy is a part of American society and whatever affects society also affects the Navy. Fortunately, however, drug abuse in the sea service is far from being epidemic.

Although those who do become involved in drug abuse are comparatively few, they cannot be overlooked because the safety of a Navyman frequently depends upon the action of his shipmates. Therefore, the indulgence of even one man is of considerable importance to all.

It is illegal for anyone who has been involved with drug abuse to enlist in the Navy without fully disclosing the facts. Those who have only experimented with drugs such as marijuana, amphetamines and barbiturates and have rejected them may be enlisted. The recruiting officer, however, must recommend a waiver to the Chief of Naval Personnel who must be satisfied that the proposed enlistee won't return to drug abuse once he is in the Navy.

For those who slip past the recruiting screen and those who begin using drugs after they enter, the Navy employs education, administrative separation and punitive measures. More emphasis is placed upon leadership and rehabilitation, however, than upon punitive measures.

Nevertheless, Navyman should never forget that drug abuse remains an offense punishable under the *Uniform Code of Military Justice* and that, during 1969, 24 received bad conduct discharges for this offense.

**T**HE DRUGS WHICH ARE most commonly abused are marijuana (a relatively mild hallucinogenic), LSD, amphetamines and the barbiturates.

Of all the substances which are today being used unwisely, marijuana probably should be classed as the most abused drug in history, for it has no legitimate use.

No reliable estimate has been made of the number of people in the United States who have tried mari-

# DRUGS: WHY?

juana. Guesses range from four million to 20 million. If valid, even the lowest estimate is alarming.

Most Navymen who have smoked pot have done so once or twice then rejected it. Others have used it experimentally over a period of several months before quitting. Still others continue to use it to escape boredom and the pressures of everyday life.

Although the drug often produces a pleasant sensation, the pleasure derived from it is out of proportion to the hazards it creates, for the marijuana user places himself and his shipmates in danger. Most Navymen, for example, would shudder at the thought of a pot-headed helmsman in an underway replenishment.

Marijuana users know about the joy they experience

and may have watched a technicolor parade of illusions pass before them. Most, however, seem unaware of the alteration which occurs in their conception of time and space as well as the impairment of their intellect, speed and accuracy.

A man under the influence of marijuana is quite likely to feel figures are rushing toward him at great speed, increasing in size as they approach.

As they depart, their size diminishes. If the hallucination is unpleasant, the marijuana user can be reduced to a psychotic state.

IT TAKES NO IMAGINATION at all to see how dangerous any of these reactions could be to a man upon whom other men's lives depend.

When marijuana usage first became widespread, a tolerant press passed on the opinion of its advocates that the drug was harmless. This judgment, however, was passed without the benefit of research and has since proved to be premature.

Marijuana is an unpredictable substance and its reaction varies under differing circumstances. For some people, the drug, even in small doses, causes temporary insanity. Others may find its effect mild and pleasant.

Repeated and heavy users may be subjected to an unscheduled trip without having indulged. This effect is similar to that experienced by users of LSD and has been associated with marijuana use only recently.

Although marijuana is physically nonaddictive, the users may develop a psychological dependence and, like many tobacco smokers, will say they can quit whenever they wish. The wish, however, never comes.

Continued study of the drug has led researchers to suspect there may be other unfavorable aspects connected with the use of marijuana which are not yet known—witness those discovered in the use of tobacco and LSD.

Although these suspicions are unproved, a thinking man must wonder if, in view of known dangers, using the drug even once is worth the risk.

UNLIKE MARIJUANA, both pep pills and goof balls are legally available and doctors prescribe the latter, at least, for a variety of illnesses. In medical circles, the drugs are better known as amphetamines and barbiturates. Amphetamines are rarely prescribed by physicians and barbiturates, when used as prescribed, can be beneficial. When obtained illegally, however, and used indiscriminately, they are dangerous and can be addictive, even destructive.

Each year enough amphetamines are produced to provide every man, woman and child in the United States with 50 bennies a year. According to the Food and Drug Administration, more than half of these are distributed illegally.

There are enough goof balls produced annually to provide 26 doses to every man, woman and child in the

## Take Your Pick—

### FLICKS NIX KICKS

The Navy has several films concerning drug abuse which are available from the Navy film libraries. They are:

SERIAL	TITLE
MN 10507	LSD
MN 10494	Trip to Where
MC 10701	Marijuana
MD 6962GH	Hang Up
MD 6962GP	The Trip Back

The following films are available from the nearest Regional Office of the Bureau of Narcotics and Dangerous Drugs. They may not, however, be sent overseas and must be requested 60 days in advance.

*LSD: Insight and Insanity; Mind Benders; LSD-25; Hooked; Bennies and Goof Balls; Drugs and the Nervous System.*

The following printed matter on drug and narcotic abuse may be ordered from the Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 18120: *Pep Pills/Goof Balls/LSD*—NavPers 15235; *Glue Sniffing*—NavPers 15236; *LSD Trip or Trap*—NavPers 15237; *Drug Abuse: Game Without Winners*—NavPers 15234—NavMC 2620; *Drugs and You*—DOD Fs-51—DA Pam 360-602.

The following pamphlets may be obtained without charge from the Office of Communications, National Institute of Mental Health, 5454 Wisconsin Ave., Chevy Chase, Md. 20015: *LSD, Narcotics; The Up and Down Drugs; Marijuana; A Public Service Campaign on Drugs*; Catalogue National Clearinghouse for Mental Health Information Publication No. 1006 and *Marijuana: Social Benefit or Social Detriment*. For the latter, send request to: 1910 Niodrara Drive, Glendale, Calif. 91208.





United States. Obviously, there is a big illegal market here, too.

When these drugs pass from the legal to the illegal channel, the cost of the product often increases to 100 times the original purchase price. Those who purchase these drugs on the black market are frequently unaware that, unlike even hard narcotics, withdrawal from amphetamines and barbiturates can cause convulsions and death.

**L**IKE THE MAN WHO SMOKES POT, the one who uses amphetamines unwisely can multiply the danger to himself by the number of his shipmates for they, too, can be the victims of his drug abuse.

An amphetamine user first becomes excited, talkative in company, restless and then shaky. Some get mad at everyone and pick fights while others panic for no reason. Those who are in really bad condition have convulsions before passing into a coma and, in some cases, dying.

Men (and women) hopped up with amphetamines are also prone to committing violent crimes including murder. For example, a study of 60 murder cases overseas during a two-month period, showed half of them were connected to amphetamine misuse.

As for goof balls, their unwise use also holds dangers for Navy men and their shipmates. They depress the senses and the user becomes accident prone while working or driving. These dangers, incidentally, lurk even in the legitimate use of barbiturates.

Many regard the use of unprescribed barbiturates as having more potential danger to the user than hard narcotics. If a tolerance has been built up after long usage, ever-increasing doses are required to produce the desired effect and the user becomes a prime candidate for the mortuary.

**S**O FAR AS THE NAVY is concerned, the users of LSD and hard narcotics like heroin are in a class by themselves. LSD, as most know, can produce a kaleidoscopic trip through distorted images, flashing lights, colorful patterns and all sorts of things.

Unfortunately, many who have taken the trip found that there were also some side effects they hadn't heard about.

The effect LSD is likely to produce is unpredictable and everyone who uses it plays a kind of chemical Russian roulette in which the loser risks becoming a vegetable for the remainder of his life. He may even become a name in the obituary column, for the number of deaths attributed to LSD is continually increasing.

Others experience unwanted and unexpected hallucinations for months after only one dose and, even more tragic, LSD may have a detrimental effect on succeeding generations.

Heroin, which is the most common hard narcotic in circulation today, is so dangerous that it is used medic-

# DRUGS: WHY?

ally only in rare cases. Medical services know that one dose of heroin can be enough to cause addiction and that an addict is useless to himself and everyone else.

For those who acquire the habit and succeed in kicking it, the temptation to resume using the drug must be overcome throughout their life.

**W**HEN SOMEONE in the Navy uses drugs unwisely, what happens? Usually there is little trouble detecting the abuse. A man who regularly abuses marijuana, for example, is likely to be between the ages of 18 and 23 and chances are seven to one that he will be single.

Those who use marijuana regularly usually stand out in a naval environment because they have a history of continuing personality difficulties.

Not all regular users, of course, fit into this mold and, by far, the largest number of people who try this mild hallucinogen do so only once or a few times for kicks.

As was mentioned earlier, however, even the one-time user of marijuana can be a danger to himself and to his shipmates.

When possible, the Navy tries to dissuade from the one-time experimental or occasional use of the drug. In cases where there is a continuing usage, discharge

from the Navy is the only solution since drug abusers are unreliable and reliability is an essential commodity in the Navy.

During 1969, a considerable effort was made to inform Navymen concerning drug abuse and to retain men in the organization even after administrative proceedings had been completed against them for their drug abuse. Last year, 1990 persons were retained in the Navy after detected for drug abuse and only 54 failed to respond. In other words, the Navy was about 97 per cent successful in reorientating this group of light drug users.

Also, during 1969, 3808 persons were discharged for drug abuse. The Veterans Administration makes individual decision concerning the benefits to which each of those discharged is or is not entitled.

Of the 3808 persons discharged from the Navy for drug abuse, very few were hard core addicts, but more than half had indulged before entering the service and had concealed their prior service use of drugs. They were, therefore, fraudulent enlistees.

**N**AVY TRAINING to prevent drug abuse is conducted in two phases. The first acquaints the Navyman with the types of drugs commonly abused and the dangers and penalties attached. During the second

	Marijuana	Hallucinogens	Amphetamines	Barbiturates
<b>What They Are</b>	Marijuana is the dried flowering tops and leaves of the <i>Cannabis sativa</i> , commonly called hemp. It looks like fine, green tobacco and smells like alfalfa. It is usually smoked, but can be baked into cookies, fudge or mixed with honey for drinking.	LSD, Mescaline and psilocybin occur in a natural state but are also illegally manufactured. Other chemicals being made include dimethyl-tryptamine, diethyltryptamine, tetrahydrocannabinol, phenylcyclohexylpiperidine and dimethoxymethylphenethylamine.	Amphetamines and methamphetamines are legally made and prescribed to curb appetite, relieve minor depression and increase energy. They are central nervous system stimulants. Some methedrine is manufactured illegally.	Barbiturates are sedatives prescribed to induce sleep and for their calming effect. Both psychological and physical dependence can develop with heavy use, particularly when abusers inject the chemicals intravenously.
<b>Slang Names</b>	Joints, sticks, reefers, pot, hay, Mary Jane, Acapulco gold and Lao-tian green (in South Vietnam).	Acid (for LSD), DET, DMT, THC, DOM, PCP (or "peace pills") and STP (Serenity, Tranquility and Peace).	Ups, pep pills, bennies, copilots, footballs, hearts and, for methedrine, meth and speed.	Red birds, yellow jacks, downs or downers, blue heavens and goofballs.
<b>Main Effects</b>	Feelings of great perceptiveness and relaxed pleasure often accompany small doses. Erratic behavior, loss of memory and distortion of time, space, color and sounds follow bigger doses.	All produce varying degrees of illusions, delusions and hallucinations. They can lead to severe mental changes like those found in psychotics, and to depression and sometimes suicide.	Normal doses produce an increased alertness but very heavy use, particularly of injected methedrine, tends to produce vast overconfidence, hallucinations and aggressive acts.	Small amounts make the user relaxed and often sociable and good-humored. Belligerence and depression are frequent with major use, often similar to drunkenness.
<b>Possible Dangers</b>	The risk depends on the personality of the user, strength of the drug and pattern of use. Distortion of space and time makes the user accident-prone. Psychological dependence is fairly common.	Permanent brain damage is suspected but unproved. Any can trigger psychotic episodes which may recur months later. LSD can break chromosomes — a potential for birth defects.	High blood pressure, irregular heart rhythms and heart attacks can result, as well as violent behavior. High tolerance and psychological dependence are rapid, but no true physical addiction.	Sedation, coma or death from respiratory failure can follow intentional or accidental overdoses. The user forgets how much he has taken. Alcohol and barbiturates together are deadly.



Here is a list of official directives issued by the Navy and DOD on the subject of drug abuse:

- SecNav Inst 5430.13B of 12 Mar 1965, "Naval Intelligence Investigative Jurisdiction and Responsibilities."
- BuPers Notice 6710 of 13 Jun 1967, "LSD and Other Dangerous Drugs."
- Article 1270, Navy Regulations (Change of 22 Mar 1967), "Narcotic Substance and Depressant Drugs."
- DOD Directive 1300.11 of 2 Feb 1968, "Illegal or Improper Use of Drugs by Members of the Armed Forces," and Change I of 6 May 1969.
- SecNav Inst 6710.I of 25 Apr 1968, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- BuPers Notice 6710 of 26 Jun 1968, "Marijuana Orientation."
- BuPers Notice 6710 of 13 Sep 1968, "Tax Liability, Possession of Marijuana."
- BuPers Notice 1500 of 18 Jan 1967, on the sub-

ject of "Information Materials on Drug Abuse."

- JAG Notice 5800 of 3 Mar 1969, "Semiannual Report of Drug Abuse Handled under UCMJ."
- Statement of Policy concerning experimental users of marijuana of 19 Mar 1969.
- BuPers Notice 6710 of 6 Mar 1969, "Chaplain Workshops on Ministry and Drug Abuse."
- SecNav Inst 6710.1A of 11 Jul 1969, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- SecNav Inst 6710.1A, Ch-1, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- JAG letter of 17 Nov 1969, "Information Concerning Blood Tests and Urinalyses."
- SecNav Inst 6710.1A, Ch-2, of 19 Jan 1970, "Illegal or Improper Use of Drugs/Narcotics/Marijuana."
- BuPers Notice 6710 of 13 Jan 1970, "Chaplain Workshops on Ministry and Drug Abuse."
- BuPers Notice 6710 of 28 Jan 1970, "Experimental Use of Drugs."

phase of the instruction, general military training is reviewed; a code of conduct is advanced which stresses the values essential to a man both in military and in civilian life and the role of leadership is emphasized.

Cocaine	Heroin/Morphine
Cocaine is extracted from the leaves of the coca bush and is a white, odorless, fluffy powder looking somewhat like crystalline snow. It is eaten, sniffed or injected, often with heroin, but is not physically addicting.	Morphine is derived from opium, and heroin is produced from morphine. Both are usually seen as a white, snowy powder which can be taken several ways but are usually injected. Narcotic addiction usually refers to these two drugs.
Coke, leaf and snow. Speedballs when mixed with heroin.	'M' and dreamer for morphine. 'H,' snow, junk, horse and nod for heroin, smack when mixed with marijuana.
Oral use can cut fatigue and produce some exhilaration. Intravenously, it can induce dangerous overconfidence, hallucinations and paranoid tendencies.	The two are generally sedative or calming and are effective pain-killers. They slow pulse and respiration. Heroin is faster and shorter acting.
Convulsions and death can occur from overdoses but are not common. Paranoiac activity is common, however, and very strong psychological dependencies can develop.	Users are prone to respiratory failure until tolerance develops. Overdose deaths are fairly common because the drug compound can contain more pure heroin than the user expects or is able to tolerate.

To further the Navy's education effort, the Chief of Naval Personnel formed and the Chief of Naval Operations sponsored a four-man team composed of a line captain, a chaplain, a Navy psychiatrist and a representative of the Naval Investigative Service.

These men concentrate on instructing local commands and others at the command level as well as senior enlisted men in a position to provide counsel.

The team members know that the most frequent abusers of drugs are 20-year-old men who are facing the severe stresses of becoming fully mature persons. They tailor their remarks to help commands develop long-term programs aimed at assisting the young men who are vulnerable to the lures of drug abuse.

The medical and psychiatric representative, of course, concentrates on the physical and mental aspects of the problem.

The religious representative explains how the chaplain's office is a privileged channel of communication through which anyone with a problem, including drug abuse, can personally and confidentially make contact with someone who wants to help.

The NIS representative on the team explains the relationship of drug abuse and the law. He also impresses upon local leaders their responsibility to learn the nature of commonly misused drugs.

When a drug user is known, it is the responsibility of naval leadership to persuade him to seek help.

There are, of course, the few with severe character disorders who are beyond any help the Navy can give. These, however, are not the men at whom drug education is aimed.

The Navy seeks out and tries to help the normal young man who turns to drugs at a time in life when he is in crisis. When the Navy finds him, the object is to help, not to punish.

—Robert Neil

# today's navy



## Motel-Type Lodges for Norfolk

Construction of 200 motel-type Navy Lodges in the Norfolk-Little Creek area began with the ground breaking in March, and with a completion date set for sometime next December. Norfolk's Sewells Point is the site for half of the project.

Each individual unit will be furnished with an efficiency kitchen, two double beds and a pull-out bed, dresser and desk. They are designed to accommodate a family of five and will rent for \$8 per day, regardless of family size.

The construction is part of the Temporary Lodging Program intended to remedy the situation in which Navymen and their families traveling to new duty stations have to dip into savings or borrow money to stay in commercial facilities while in search of permanent lodgings.

All Navy Lodges are slated to be located in areas which have large numbers of service families.

## La Fiesta de San Francisco

Fireman Jesus Velasquez who serves in *uss Midway* (CVA 41) decided that servicemen in the San Francisco Bay area who hadn't enjoyed a Mexican fiesta should no longer be deprived of the pleasure.

Inasmuch as he could not transport the San Franciscans to a fiesta he decided to bring the fiesta to San Francisco and, after a conference with directors of the Market Street USO, set about organizing the affair all by himself.

But he wasn't alone for long. A number of his shipmates joined the effort and Velasquez enlisted the aid of Mexican authorities and local merchants who loaned imports for fiesta display.

The USO decorated the fiesta rooms with hundreds of red, white and green flowers (the national colors of Mexico) and booths were set up to exhibit folk art; musical instruments; clothing; leather

goods; basketry; and glass, metal and stonework as well as other articles.

A nine-piece mariachi band provided music and there were folk-dancing and singing, bullfighting exhibitions and an abundance of good Mexican food.

Fireman Velasquez, a Mexican national, believes Mexico has a stake in the U. S. Navy's mission and is doing his part to fulfill that mission. He organized the fiesta to help people north of the border appreciate Mexico the way he does.

After his naval service, Velasquez plans to return to Mexico as an agricultural engineer and teach.

—JO3 Stan Kuciejski

## Still Can Do in Micronesia

The Seabees have returned to Micronesia — the U. S. Trust Territory of the Pacific — to the islands where they earned their Can Do motto during World War II.

Today they're working on more peaceful projects than the airstrips and bases they built during the war's island-hopping campaigns. They're helping the Micronesians in community development programs, and teaching them construction skills so that they can help themselves.

Last summer, at the request of the Congress of Micronesia, two Seabee teams were deployed to two of the islands, Truk and Ponape, to work with natives on construction projects. Since then, teams have been sent to four other islands, including Majuro, Yap, Kusaie and Rita.

Seabee Team 1114, which recently completed an eight-month deployment on the Majuro atoll, is typical of these civic action teams. Lieutenant (jg) Jeff Fitton, CEC, USN, officer in charge of the 12 enlisted team members, said:

"Our mission is to assist the people in building roads, schools, dispensaries and a dozen other proj-



ects they want. No job is too small or too large for these people."

The Micronesians are grateful for the Seabees' help.

LTJG Fitton recalls the time his team went to Rita village to build a water tank. All along the dusty road into the village, children waved, adults smiled — and all of them said, "Yokwe Yuk Seabees" (Welcome Seabees).

As one Seabee drove his equipment down the village road to grade it, a group of children yelled "Yokwe Yuk" every time he passed them.

In the village, the Seabees built four 9500-gallon water tanks at the elementary school.

Majuro atoll gets about 140 inches of rain a year. However, most of it falls during a few months of the year; October and November each account for some 15 inches of rainfall. Much of the rain drains down through the sandy soil and is lost.

The brackish water produced from wells is undrinkable, so the villagers must depend on catching and retaining the rain for their water supply.

Until the Seabees built the water tanks, the people of Rita were on water rationing. Water was available only four hours a day on a rigid schedule. Only the hospital could be given a continuous water supply.

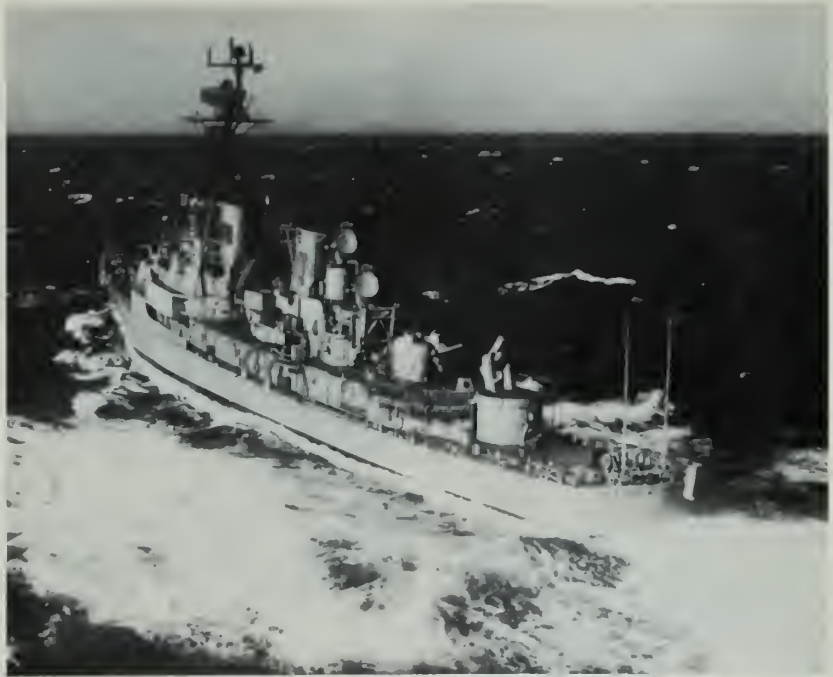
As Builder 3rd Class Gary Koch put it, "These people need water and they don't waste an ounce of it."

While building the tanks, the Seabees were also teaching construction skills to the villagers. Many people worked side by side with the Navymen on the water tanks and other projects.

"Our job includes the training of Micronesians in the various aspects of construction work," LTJG Fitton said. "If it takes time to teach a man to hold a hammer, that's OK with us. We'll take time."

The people make it plain that they want the Seabees to stay a long time. One Rita villager observed, "They are here to work and sweat for the people. This is very good."

The Congress of Micronesia has



**COMING AND GOING**—A fore and aft look at the guided missile destroyer USS Joseph Strauss (DDG 16) underway off the coast of Hawaii.



asked the U. S. government to continue the civic action program. The request has been approved.

So the Seabees are staying — helping the Micronesians build roads, buildings and other needed projects, and teaching them how

to build their own buildings at the same time.

As a native high school teacher put it, "The Seabees are doing a great service to the people. Believe me, they are winning friends through their service."

### John Paul Who?

John Paul Jones has reenlisted.

The Navyman who has the same name as the 18th century American naval hero is a Data Processing Technician 2nd Class in the Fleet Operations Control Center at Oahu, Hawaii. He recently shipped over for four years.

John Paul Jones II, who is named after his grandfather, is part of a family with strong naval ties. John Paul has an uncle in the Navy and a brother who recently completed a four-year enlistment.

The older brother's name? "Davey" Jones, of course.

*(Note: When we first heard about this Navy brother combination, we considered it somewhat unique, but we decided to check around. This is what the records showed: The active enlisted files in the Bureau of Naval Personnel contain records for 18 members in the Navy by the name of John Paul*

*Jones, and approximately 75 Navy-men by the name of David ("Dave," "Davey") Jones!*

*(But to John Paul Jones II, congratulations on your reenlistment, and smooth sailing ahead.)*

### Ohio Recruiter Gets Involved

The citizens of Parma, Ohio, regard Chief Petty Officer Edward P. Price as the greatest ambassador the Navy has in uniform. And to support their opinion, they proclaimed 21 March as Chief Price Day, when he was selected Recruiter of the Year for northern Ohio and Western Pennsylvania.

However, the chief's celebrated popularity is based on more than his ability as a Navy recruiter. Even outside of his regular job, he's a doer.

In his off-duty role as citizen-sailor, Chief Price is an active church member and serves on the council for a local Cub Scout pack.

His interest in youth is expanded by his concern for the Cleveland suburban city's youngsters and their exposure to drugs. Chief Price works regularly with law enforcement agencies and with religious and civic organizations in a private war against drug abuse.

Noting the recruiter's voluntary involvement in a letter to the Navy Recruiting Officer, a local attorney expressed a view that no other one man in the city had captured the townspeople's hearts in a spirit to equal that of the chief's. "He is your greatest ambassador."

Credentials such as those are hard to beat.

### Chief Makes Boat Seaworthy

A radioman's ingenuity need not be restricted to the radio shack.

For instance, Chief Radioman Roger G. Lynch has designed a new all-weather hull for a small boat used in the Republic of Vietnam which makes it almost impossible to swamp the craft, even in foul weather with the throttle of the boat's two 40-hp motors at full thrust.

The small ski boat (called a ski barge) formerly took water over its open bow in high seas or in foul weather, limiting its maneuverability and speed. But, with Chief Lynch's closed-bow modification of fiber glass and styrofoam, water is now deflected to either side.

Before modifications were made to the ski boat, it was used pri-



Left: How the Ski Barge will look when combat ready. Below left: Ski Barge with hull modification is put through its paces. Below right: Ski Barge receives new paint before going back into service after modification.





marily on rivers. Now, fully combat equipped and with room for four people, it is considered seaworthy.

### Learning by Doing

At Memphis' Naval Air Station, Avionics Technician Class "A" School students have found something new in the curriculum. With the help of more than 200 circuit training boards and 16 digital computers, Navy men are taught to build computer circuits and to program the machines, and learn how to maintain and repair them.

The school's 20-week curriculum is divided into five phases which progress from relatively simple subjects, such as AC and DC electricity and its application to avionics, through more complex subjects covering, among other things, vacuum tubes, semi-conductors, publications, materials and management.

Work done with the new circuit training boards and components comes during the fourth phase of the course.

With the new training boards, students can see how the computers work and are permitted to build their own circuits and test their effectiveness.

At first glance, most students are somewhat dismayed by the apparent complexity of the new devices, but a little experience goes a long way toward building confidence and effectiveness.

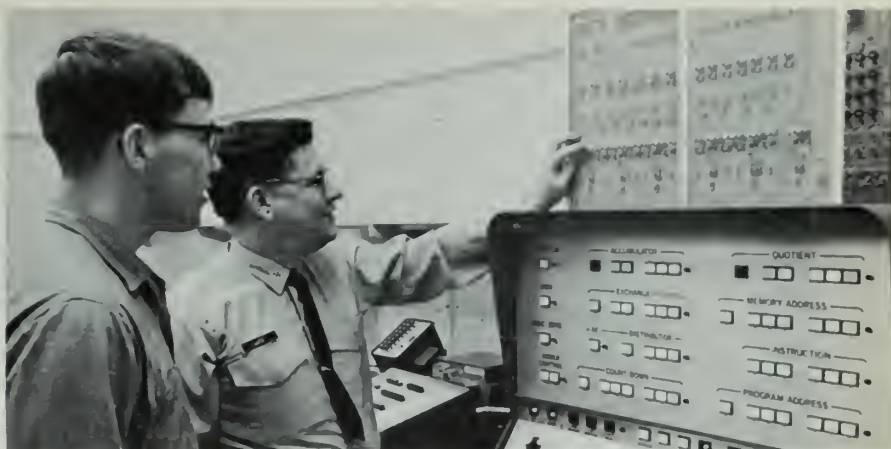
The experience received through the circuit training boards is later applied to the digital computers for which the students learn to make flow charts. They also learn programming and troubleshooting.

By the time their course is completed, both career- and non-career-oriented Navy men know what makes the computers run and have acquired a foundation which they will find useful when they report for duty in the Fleet.

### Labs Merge Into R & D Center

Two Navy Laboratories are being combined into a new research and development center with headquarters in Newport, R. I.

The merger this year will bring together the Naval Underwater Weapons Research and Engineer-



A chief reviews one of the components of the digital computer with an ATRAN.

ing Station (NUWS), Newport, and the Navy Underwater Sound Laboratory (NUSL), New London, Conn.

The new center is expected to improve the integration of Navy underwater sensor and weapons systems by combining technical development efforts at early stages of new projects.

Besides providing a broad capability for the Navy's undersea research and development work and for direct support to the Fleet, the consolidation is also expected to bring personnel savings of about 10 man-years and \$100,000.

### Submarine Week at Pearl

"70 Years under the Sea—15 on Nuclear Power" was the theme for Nuclear Submarine Week last April 5-11 at Pearl Harbor. Festivities at the Submarine Base included the official opening of the Pacific Submarine Display and the dedication of the *uss Parche* Memorial.

The submarine service began in April 1900 when the Navy accepted *uss Holland* from the Holland Torpedo Boat Company. More than 650 submarines have since served in the U. S. Navy.

Over the past 70 years, submarines have developed from submersible gumboats to highly sophisticated missile and torpedo launchers which incorporate the latest electronic equipment.

In World War II, Pacific Force submarines were credited with sinking or damaging over seven



Student practices "hands-on learning" as he constructs a circuit on training board at Avionics Technician "A" School, NAS Memphis.

million tons of enemy shipping, which amounts to 55 per cent of all the enemy shipping sunk during the war.

During the Korea conflict, submarines played an important role in special operations and training missions.

The newest era of submarine history began in 1954 with the commissioning of the nuclear powered *uss Nautilus* (SSN 571). Nuclear power has made it possible for subs to circumnavigate the world. Nuclear power has also made it possible to explore the ocean bottom for farming, mining and perhaps eventual habitation.

The Hawaii-based submarine force is comprised of 22 ships—13 of them nuclear powered. This is in sharp contrast to the first Pearl Harbor submarine force of four F-boats in 1914.

## Greatest of Entertainments

Navy men in Hawaii can buy inexpensive front-row seats for what the Hawaiians call the greatest show on earth.

Their word — "alealea" — means "the greatest of entertainments." It means Kilauea, the most active volcano in the world.

The place for servicemen to see it is Kilauea Military Camp (KMC), on the slopes of beautiful Mauna Loa in Volcanoes National Park.

The camp offers cabins, excellent meals and a great variety of recreation and tours for \$4.75 a day for an average family. Comparable lodging in downtown Wai-kiki would be more than \$40.

Since 1947, KMC has shown Hawaiian holidays to admirals and seamen alike. "As far as I know, it's the only place of its kind in the Pacific," says the commanding officer, Army Major Paul Kirn.

Among facilities available to guests are a gift shop, movie theater, recreation lodge, bowling lanes, library, chapel, dispensary, exchange, provision sales room, beauty shop and nursery.

Cars may be rented. So may golf clubs, golf carts, bicycles, irons, ironing boards, hair dryers and baby strollers.

The Army administers the camp, the Air Force handles tours and transportation, and 37 Navy men oversee the cafeteria.

The dining hall is self-supporting, and is able to give guests the atmosphere of a good restaurant.

"We take a lot of care with the appearance of the cafeteria," says the supervisor, Chief Commissaryman Arturo Alvarez. "Sometimes for the supper we set out little lavender orchids by the plateware. I've had some people mistake them for one of the courses and eat them."

Dinner, which often includes steak or lobster, is served with candlelight, soft music and good wine.

"Very few Navy facilities can serve wine or liquor with the meals upon request," says Chief Alvarez.

"As the guests come in, the first thing they see is the wine list. Going through the line, they view the

food from the other side of a glass screen. Everything is cooked to order. We're here to see that a seaman apprentice's meat is cooked to order as carefully as an admiral's."

Guests are asked to fill out comment sheets to suggest ways of improving the cafeteria service.

The lodging, food and recreation are excellent. But what KMC visitors remember the longest are the camp's guided tours.

The guest may take what is billed as "the world's weirdest walk" across the hardened lava

floor of Kilauea crater to the main vent of the volcano, Halemaumau.

Halemaumau is reported to be the home of Hawaii's fire goddess, Madame Pele. The people have a healthy respect for her whims—with good reason, perhaps.

The story is told that during a flank eruption of Kilauea in 1960, the lava flow threatened Kapoho village. All its inhabitants were evacuated—except three old people manning a lighthouse, who insisted they had "done no wrong to Madame Pele" and she would not harm them.

The river of molten rock poured through the village at 35 miles per hour. Fifteen feet from the base of the lighthouse, the flow suddenly split, passed around the structure and converged on the other side. Everything around was ravaged—but the lighthouse stood untouched.

"I remember the last eruption," says a member of the KMC staff. "The sky was brilliant — red. I thought there was a forest fire behind my house."

On the far side of Halemaumau, the visitor may see the Devastation Forest. Or there's the awa root factory—the United States' sole source of the root, used for making major tranquilizers and pain-killers. Or the 420-foot Akaka Falls, orchid fields, a black sand beach, Lyman House Museum, and the Fern Jungle, to name a few other points of interest.

Alealea — "the greatest of entertainments." It refers to the volcano, but the word might describe KMC too.

—JO3 Sylvia M. Rosas



Passengers from stranded Sun Arrow are returned to safety by Navy helo.

Sailor from Roosevelt Roads talks with one of the passengers rescued from stranded hydrofoil.



## Rescue Foils Hydro Breakdown

Navy, Marine Corps and Coast Guard air and surface units joined forces last March to rescue 123 passengers from a hydrofoil that had gone aground in the Caribbean, 21 miles from the U. S. Naval Station, Roosevelt Roads, P. R.

Forty-eight persons were rescued by Navy helicopter and flown to the Naval Station. The remaining passengers were taken on board a commercial ferry and the Coast Guard Cutter *Point Whitehorn*.

The hydrofoil, *Sun Arrow*, was on a daily run between San Juan,





Above: Two jet-powered Firebee aerial targets suspend from wing stations on DP-2E patrol plane. Right: Water-launched Firebees simulate enemy antiship missiles. Below right: Firebee is launched from ground site.



P. R., and Saint Thomas, Virgin Islands, when it struck a reef off Culebrita Island. None of the passengers was reported injured.

### Drone Adds Zip to Exercise

At Puerto Rico's Atlantic Fleet Weapons Range, the Navy still uses *Firebee* drones for target practice but, this year, something was different at Roosevelt Roads.

Heretofore, the drones were launched exclusively from DP-2E aircraft or converted aviation rescue boats for use in air and sea defensive exercises.

This year, however, the Navy also launched the *Firebees* from the ground during Fleet training exercises.

The drones were remotely controlled from the ground and, as in earlier exercises, they simulated enemy aircraft or missile attacks on U. S. planes and ships.

*Firebees*, which have been in existence since the mid-1950s, are jet powered and, of course, unmanned. They can accelerate to 600 miles per hour.

More than 1500 *Firebee* flights have been made from the Atlantic Fleet Weapons Range.

### Aloha, VP 1

By the end of June, Patrol Squadron One (VP 1) was scheduled to move its home base from NAS Whidbey Island, Wash., to



Barbers Point, Hawaii, with Fleet Air Wing Two.

When the squadron was based at Whidbey, it was attached to Fleet Air Wing Four. However, after the transfer becomes effective, FAW Four will go out of existence and its antisubmarine warfare functions will be assumed by Commander Fleet Air Whidbey.

Patrol Squadron One has had an active life since it was commissioned 27 years ago as Bombing Squadron 128. By its own account-

ing, it was the first patrol squadron to fly around the world (1955), the first to sustain casualties in Vietnam (1966) and first to operate full time from Cam Ranh Bay (1967) where it spent approximately 5800 hours in the combat zone flying 690 missions.

Soon, according to the squadron's reckoning, it will be the first at Barbers Point to fly the P-3B.

Patrol Squadron One is ending its fourth deployment to Iwakuni, Japan.

**NAMES in the NEWS**



Cynthia Haller is all smiles as she is crowned queen of the annual Civil Engineer Corps/Seabee anniversary ball of the Philadelphia Naval Base Officers Club. Performing the honor is Rear Admiral Kenneth L. Veth, Commandant of the Fourth Naval District.



Midshipman First Class Roilo Golez after winning boxing match poses with cartoon character Supermid.

**Four-Time Champ Sets Record**

A cartoon character named Supermid who performs above and beyond the call of duty in a magazine published at the Naval Academy is drawn by midshipman-cartoonist Roilo Golez, who has consistently demonstrated certain supermidish qualities of his own.

Fighting in the 127-pound class during the annual Brigade Boxing Tournament last March, the first classman (senior) from Quezon



Navy airman Lyndreth L. "Tugger" Palmer in Indian dress he wore while winning the title of Notional Senior World Champion Indian Dancer.



SK2 Elsie Kach gets set to roll on another ball down the lane after completing her record-breaking, three-game series of 676.

City in the Philippines won a unanimous third round decision and thereby became the first midshipman in Academy history to win four consecutive boxing championships.

Perhaps the most interesting aspect of Roilo's skill in the ring is that he was a virtual washout as an athlete before he entered the Academy. He had no previous dedication to boxing, and was never overjoyed with his performance in other events during high school in Quezon City and while prepping for the Academy at the University of the Philippines.

When he entered the Academy

four years ago, Roilo learned that midshipmen must participate in intramural athletics and attempt to compete in one varsity-level sport.

"I tried boxing. You might say I backed into the ring."

However, Roilo soon learned to rely on tactics rather than hard punches, and quickly established himself as Brigade Champion for his weight class. He since has dominated the 127-pound title.

Roilo also is supermidish outside the ring. In addition to work on the humor magazine *Log*, in which his character Supermid appears, Roilo devotes considerable time to the study of mathematics. He has made the Superintendent's List five of his seven semesters at the Academy.

Roilo also was selected to command the 23rd Company for the Winter Set, a distinction reserved for midshipmen who rate high in military leadership.

**Wave Bowls 676 Series**

Strike. Strike. Another for a turkey. Another. A spare. A strike. Another strike.

And so it went as Storekeeper 2nd Class Elsie Koch rolled three consecutive 200-plus games recently at the NAS Memphis bowling lanes. In the process, Elsie amassed a 676 series, a new house record and only 20 pins shy of the all-time Tennessee State Women's record.

Elsie, whose full-time job is with the NAS Supply Department, takes her part-time bowling seriously. A member of the Women's International Bowling Congress, she has made creditable showings in league competition, and may be the lady to watch during this year's All Navy tournament in San Diego.

**Champion Indian Dancer**

**A**BOUT 100 YEARS ago, people from the Kiowa Indian tribe in Oklahoma danced to the beat of drums. Today, Navy Airman Lyndreth L. "Tugger" Palmer performs those same authentic Indian dances.

While stationed at the Naval Station in Kodiak, Alaska, Tugger competed in the 1969 American Indian Exposition competition at



Anadarko, Okla., and won the title of National Senior World Champion Indian Dancer. Tugger since has been reassigned to the carrier *USS Constellation* (CVA 64).

Indians from all over North America participated. Canadians and contestants from the United States competed for honors in the Oklahoma competition. Virtually every Indian tribe in the country was represented. The junior division consisted of people ages nine to 18 and the senior division included everyone over 18.

Tugger, who started dancing when he was three years old, performed the Solo Dance, Shield Dance, War Dance, Round Dance, Eagle Dance and Hoop Dance.

**T**HE SOLO DANCE displays the individual's ability to move methodically to the rhythmic sounds of drums and chanting singers. The Indian dancer uses a free and flowing rhythm which is different from the systematic movements of other dances. He is free to move anywhere, but his whole body must aesthetically conform to the sounds of music and his feet must move and stop with the rhythm of the drum.

The Shield Dance pits two warriors against each other to determine who is the strongest. In this dance of conflict, shields and lances are brandished against one another while the contestants simulate combat.

The War Dance prepared warriors for battle. It whipped their passions, stimulated their adrenal glands and generally psyched them up for war. "The War Dance gave braves more enthusiasm and power to accomplish their task," says Tugger. It also created an appropriate atmosphere for a powwow to map strategy for the upcoming battle.

**F**OR THE POWERFUL, majestic Eagle Dance, elaborately feathered costumes are decorated with beaded designs. If a single feather falls from a dancer's costume during the competition, he is disqualified. "Many dancers move too vigorously and thus lose feathers. The secret

to winning is to move swiftly and gracefully," Tugger stated.

Social by nature, the Round Dance is simply performed by gathering and moving in a circle. Performers of this dance invite friends and tourists to join them in a circle of friendship—one in which all join hands.

A Hoop Dance is basically a skill dance. Competence is needed to perform this dance in which hoops are used to make designs. Some dancers use as many as 18 hoops in their performance.

Tugger was one of six dancers who represented the Southwest Indian tribes at the 1967 American Indian Art Festival in Washington,



HH-2D Navy helo from NAS Lakehurst rescues horse from 18-hour entrapment.

D. C. The festival was sponsored by the Bureau of Indian Affairs, Department of the Interior.

**T**HE NAVYMAN has performed in all sections of the U. S. In the summers of 1967 and 1968, he was a member of the wild west show, "Six Flags Over Texas," at Arlington, Tex.

### Get a Horse

In its time, Helicopter Combat Support Squadron Two of NAS Lakehurst, N. J., has rescued people from Greek mountains, Vietna-

mese jungles and the waters of almost every sea in the world. This year, it was even called upon to rescue a horse.

The animal was buried belly deep in mud after a 15-foot fall down an embankment. All other possible methods of rescue having failed, the horse's owner put in a distress call to HHC-2's commanding officer who immediately dispatched a helicopter and crew to the scene.

Within minutes, the helicopter crew had placed a sling around the mired animal while a local veterinarian administered a tranquilizing shot.

When the horse was in a sufficiently calm mood, the HH-2D chopper hovered while the sling was attached, then, very gently, the 1200-pound animal was pulled free of the mud and moved 800 feet to solid ground.

The rescue was reminiscent of a scene several years ago when another NAS Lakehurst Squadron (Helicopter Utility Squadron 4) airlifted Newfoundland caribou from a corral at Togue Pond, Maine, to the heights of Mount Katahdin.

The big animals had once been native to Katahdin but hunters had made them extinct in that area until the state of Maine decided to reinstate a herd.

Newfoundland game rangers had rounded up 18 does and six stags and shipped them to the base of Mount Katahdin which, from a caribou's point of view, approaches Paradise. There was plenty of lichen—moss which caribou like to eat; it was cold; and, best of all, there were no people.

Each beast was felled with a dart-shaped tranquilizer pellet and minutes later was snoring lustily.

The caribou were placed in wooden cradles, their legs were trussed, and they were blanketed with canvas and airlifted to their new home where they were untrussed and left to awaken.

The airlift lasted one day as caribou after caribou sailed serenely out of the Togue Pond corral to Katahdin's heights and a happier land than they had ever known.

## TODAY'S NAVY

### ACTOV: Accelerated Turnover

**A**T CAM RANH BAY, the Navy Supply Facility's Repair Department must keep about 50 boats in good working condition, and that's no small job even under normal conditions.

But circumstances aren't what they once were. Because of the Accelerated Turnover Program (ACTOV) which transfers U. S. equipment to the Republic of Vietnam, the facility's workload has been increased by the presence of Vietnamese Navymen in groups of

approximately 50 at a time. The newcomers are being trained over a period of 12 weeks to operate their own shops at My Tho, An Thoi and elsewhere.

The training program presents some unusual facets, one of which is the language barrier. Few of the trainees speak English and the U. S. Navymen know only a smattering of Vietnamese. There was definitely a problem.

The difficulty was bridged, however, when the U. S. Navymen devised some training aids for use

in the shops. Frequently, the aids took the form of large boards showing illustrations of tools, machine parts and other items with which the students work.

Lettering is in both English and Vietnamese and soon produces a bilingual communication between student and teacher.

The Vietnamese Navymen usually arrive at the school directly from recruit training where they were given a preliminary job classification based on aptitude tests and their previous experience.

As soon as the students come aboard, they are taken in tow by a U. S. petty officer who maintains a close working liaison with the Vietnamese Navy and ensures that the students' quarters and pay are arranged for before training begins.

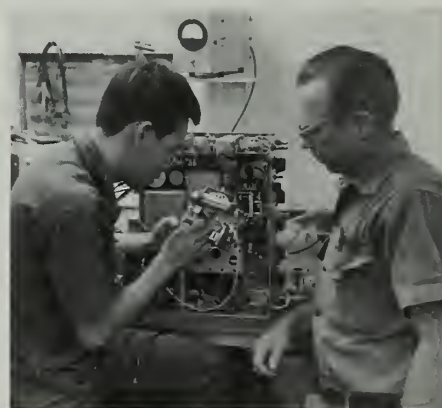
Teaching is done on the job in one of the department's eight shops where enough skills are taught for the students to troubleshoot the



Vietnamese Navy students are congratulated on their completion of NSF Repair Department's on-the-job training.



LCM (above) and PBR (below) are two of the craft Vietnamese students learn to repair.

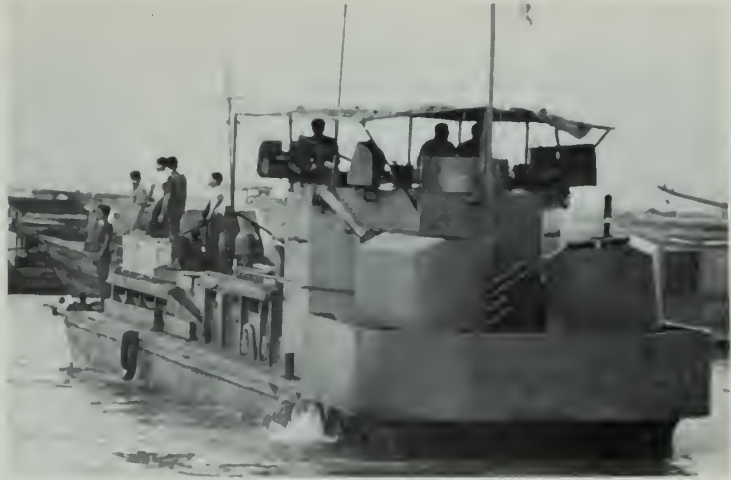


ETC watches as Vietnamese Navy student checks radio equipment.

A training schedule is reviewed.







Left: U. S. Navy advisor and Vietnamese sailor chat on bow of their monitor. Above: Monitor of River Patrol Group 81 stops at village on the Cho Gou Canal. Below left: An advisor checks his chart to determine the exact location of his monitor craft. Below right: Navymen prepare to board monitor craft.

electrical system of any boat they are likely to encounter.

Basic welding techniques are also taught with particular emphasis being given to repairing aluminum-hulled *Swift* boats.

In the engine repair shop, the Vietnamese students receive instructions on how to overhaul completely boat engines as diverse as small outboard motors and diesels. The men assigned to the machine shop learn to operate metal lathes and milling machines on which they will fabricate new boat parts at their own bases.

Although the training load represented by the Vietnamese students often slows repair work temporarily at Cam Ranh Bay, the over-all schedule doesn't suffer appreciably.

The Vietnamese sailors are quick to learn their jobs and, after a while, the U. S. Navymen find themselves with extra hands to catch up on the work which accumulated because of their teaching duties. —JOCM Richard Baier

### Changing Times on Cho Gau

At about the same time every month, between 40 and 200 junks and barges chug along the Mekong Delta's Cho Gau Canal. The cargo is mostly rice, the largest part of which is delivered to a cement plant at Ha Tien.

The rice convoy would be a sitting duck for the Viet Cong if it



were not for River Patrol Group Eighty-One which rides shotgun on the Cho Gau.

U. S. Navy forces formerly protected the convoy but recently the duty has passed to the Vietnamese Navy.

A. U. S. Navy enlisted advisor is aboard one of the heavily armed monitors in the convoy. He knows that the knee-high rice which extends to the canal's edge and the overhanging tree branches provide excellent cover for an ambush. He also knows the slow moving and regularly scheduled boats make good targets.

Even the monitor in which he is riding could easily be fired upon as it marks time while the rest of the convoy steams ahead, two abreast. After the barges and junks have passed, the monitor's captain ma-



neuvers his 300-ton craft into a rear guard position.

The American advisor reflects on how times have changed. Not very long ago when a convoy was attacked, U. S. Navymen would call in air strikes and artillery cover when needed.

Now, the Viet Cong has learned to respect the monitors' fire power and rarely attacks. When he does, Vietnamese gunboats move to the attack and, when needed, Vietnamese aviation and artillery in the area provide support.

Times have changed.

—Photos by  
PHC J. E. Markham, USN

# from the desk of the **Master Chief Petty Officer of the Navy**

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## Pass in Review

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GMCM D. D. BLACK

Last year the Petty Officer Performance Review Board was established by BuPersNote 1610 of 14 Nov 1969, and met for the first time last January.

After the board had finished screening 4061 service records of senior and master chief petty officers (all with dates of rank before January 1967), only 75 men were considered to be falling down in their performances and merited some sort of administrative action. It is encouraging to me and should be to all enlisted men, that only a very small percentage of senior and master chief petty officers have not been meeting the standards that are expected of them and their contemporaries.

Since the announcement was made that a performance review board was being established, I have received many inquiries asking how many men will be "axed" and what will the board look at in a man's service jacket. To alleviate any misconceptions and fears you may have about the actions of future review boards, let me assure you that the man who is doing his job has nothing to worry about. In fact, after looking at the records of the 4000 senior petty officers, the board was highly impressed with their records and performances. The 10 senior officers who comprised the board are all experienced naval officers, totally familiar with professional requirements, and well versed in reviewing and evaluating enlisted service jackets. Also, to dispel any doubts, the board met with no planned reduction quota in mind or intended.

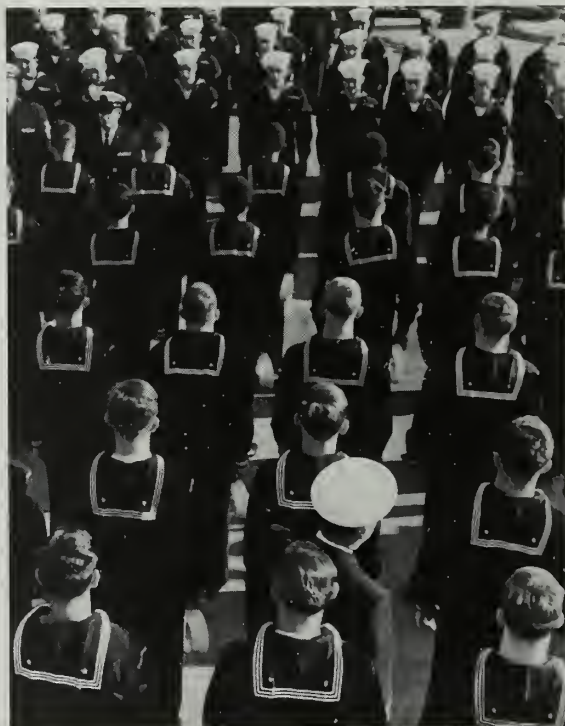
The 75 senior petty officers were either: (1) sent letters of warning; (2) sent letters of warning plus a request for special six-month evaluations from their commands; (3) sent letters of warning and are required to receive the approval of the Chief of Naval Personnel prior to reenlisting; or

(4) immediately transferred to the Fleet Reserve because of extremely poor performance. Earlier these men must have been good Navymen to have achieved the grades they had attained. But somewhere they slipped—perhaps recently, or perhaps earlier in their naval careers.

At some time in their careers, perhaps these men began to feel that they had reached their desired goals and no longer needed to carry out their obligations to their men and to the Navy. In these cases, the board serves to eliminate those men who are not contributing to the maintenance of a highly professional enlisted career force. The functions of the board are intended to assure career personnel that their high professional standards and competence are recognized and that these same attitudes will be expected and required of their contemporaries.

The records of the men who were sent letters of warning will be looked at again, and it is hoped that further action will not be necessary. Also, in the future, I hope that fewer and fewer people will have to be reminded that they are not fulfilling their service responsibilities.

As we move toward a finer system of quality control, and as the Navy decreases in size so that quality and not quantity is stressed, the need for Petty Officer Performance Review Boards will decrease. By its present existence, we are able to see that only a small number of men are not doing their jobs. This number indicates that there is progress being made toward bettering the quality of today's Navy and today's Navymen.





# bulletin board

## More Money Scheduled for VRB Bonuses

**M**ORE MONEY is scheduled to be added to the Variable Reenlistment Bonus program on 1 July, resulting in increased bonuses for the majority of those in certain ratings who make the step up into the category of career Navymen.

As in the past, the total VRB is determined by multiplying the amount of reenlistment bonus by a multiple of from one through four, according to the eligibility of the rating concerned.

This fiscal year, two ratings have been added to the VRB eligibility list and four others have been approved for higher award levels.

For the first time, the Tradegman rating has been added to the eligibility list at the Multiple Three level, and when the new Ocean Systems Technician rating is established on 1 Sep 1970, it will be rated Multiple Four. The Patternmaker rating has been upgraded to Multiple Three from Multiple One, and the Aerographer's Mate and Aviation Structural Mechanic ratings will draw Multiple Two instead of Multiple One.

From 1 July on, VRB for Communications Technicians will be awarded by each particular branch rather than for the entire rating as it has been done in the past. In this regard, CTI, CTM, CTO, CTR and CTT Branches will be eligible for Multiple Four, while the CTA Branch will be eligible for Multiple Three.

The Quartermaster rating, on the other hand, was dropped to Multiple Three.

**H**ERE'S THE ENTIRE FY 1971 VRB eligibility list:

- Multiple Four—AC, AQ, AT, AW, BT, CTI, CTM, CTO, CTR, CTT, DC, DP, DS, EM, EN, ET, FT, IC, MM, PT, RD, RM, SF, and ST (OT effective 1 Sep 1970).

- Multiple Three—AE, AO, CTA, GMG, GMT, MR, OM, PM, QM, SM, TD, and TM.

- Multiple Two—AG, AM, BU, CE, CM, DK, EA, EO, IM, SW, UT, plus NEC's HM-8406, HM-8412, HM-8414, HM-8416, HM-8417, HM-8432, HM-8492 and HM-8493.

- Multiple One—CS and SK.

### New Committees Will Review Retirement Programs, Policies and Report to SecNav

New committees have been established to keep the Secretary of the Navy abreast of retired military personnel matters. They are composed of retired Navy and Marine Corps officers and enlisted men and members of the Fleet Reserve.

The committees will review the effectiveness of retirement programs and policies and make whatever recommendations deemed necessary concerning pay, benefits, privileges, and assistance needed by Navy and Marine Corps retirees, and will keep the Secretary informed concerning morale in the retired community.

The committees' membership will include disability retirees and retired WAVES with representation from each geographical region of the continental United States.

All members will be nominated by the Chief of Naval Operations and the Commandant of the Marine Corps to serve for four years. However, so that terms of service may be staggered, the first members on the committees will be appointed to terms of two, three, or four years.

Twice each year, when the committees are called into session, each member who accepts the invitation will receive temporary active duty orders for travel to and from Washington, D. C. Acceptance of the temporary active duty orders will be voluntary.

The committees will establish their own rules of procedure. Their actions will be purely advisory and the Secretary of the Navy will determine what action



**BIG BONUS**—EM2 Norman E. Richards, serving on board USS Forrest Royal (DD 872), reenlisted for six years and received a VRB of \$9,414.00. (The 'M' is the Roman numeral for 1000.)

should be taken on matters upon which a majority of the members agree.

Complete details concerning the Secretary of the Navy Advisory Committees on Retired Officer and Enlisted Personnel may be found in SecNav Inst. 5420.169 of 15 May 1970.

## Uniform Changes Provide for New Style White Jacket for CPOs Beginning in 1971

A new style service dress white coat will be phased in for chief petty officers beginning in May 1971.

The new coat is of single-breasted, three-button, pressed collar design, with a plain back and two side vents. The front has four patch pockets with buttoned flaps similar to the pockets on the service dress khaki coat.

Suitable blend materials are authorized for fabrication of the new white uniform (the trousers are of conventional style), and it may be either washed or dry-cleaned.

The uniform will be optional beginning in May 1971, and mandatory in May 1973.

## Honorably Separated Navymen Will Receive Certificate From President

Navymen who leave the service honorably will now receive a "Well Done" signed by the President.

The new Certificate of Appreciation will be presented to naval officers and men who are being discharged or released from active duty whose separation

### CERTIFICATE OF APPRECIATION

Quaternian Male Third Class Walter T. Dineen, U. S. Navy, 29 May 1969 to 30 May 1970

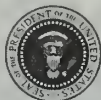
*I extend to you my personal thanks and the sincere appreciation of a grateful nation for your contribution of honorable service to our country. You have helped maintain the security of the nation during a critical time in its history with a devotion to duty and a spirit of sacrifice in keeping with the proud tradition of the military service.*

*I trust that in the coming years you will maintain an active interest in the Armed Forces and the purposes for which you served.*

*My best wishes to you for happiness and success in the future.*

*Richard Nixon*

COMMANDER IN CHIEF



DD FORM 1725

is characterized "Honorable," except in the following cases:

- Discharge for conscientious objection, unsuitability, security, unfitness or misconduct.
- Separation due to an unsatisfactory finding by a selection board.
- Other individual cases exempted by the Chief of Naval Personnel.

Navymen who are being transferred to the Fleet Reserve or the Retired List with pay will not receive the new certificate, since they receive other special certificates in recognition of their service. In addition, men will not be eligible for the certificate if they are being released from their initial active duty for training, ACDUTRA programs in the Naval Reserve, or active duty of less than 90 days.

The document will be presented at the same time the separated man receives a letter of appreciation from his commanding officer, as provided for in the *BuPers Manual*, article 3810240.

The certificate, DD Form 1725, will be available

in the supply system after July 1970. Type commanders and separating activities have already received initial stocks of the document.

Men separated after 19 Jan 1969 who did not receive the certificate may request one from the Naval Reserve Manpower Center, Bainbridge, Md. 21905, if in the inactive Reserve, or from the Chief of Naval Personnel, Navy Department, Washington, D. C. 20370, if discharged.

Additional information on the certificate is in BuPers Notice 1900 of 7 May 1970.

## Activities Offering Top Personal Property Services Are Eligible for New Award

A new award has been established to honor outstanding performance by naval activities which move and store Navymen's household goods and personal property.

The annual Personal Property Activity of the Year Awards, administered by the Naval Supply Systems Command, are designed to promote increased command support in management of the personal property program, and to recognize publicly the activities which provide the best service.

Two awards will be given every year — one to an office handling 7000 or more shipments a year, and one to an activity handling less than 7000 shipments.

Evaluation will be made by a committee composed of representatives from NavShips, BuPers and the Household Goods Carriers Associations which will consider four areas: organization, facilities management, technical proficiency, and the use of management innovations.

Management commands will submit nominations of finalists by 1 October for the 1970 competition. The committee will select the two winners by 30 November.

## Increased Shipments by Air Will Speed Transfer of HHE to Overseas Stations

**W**HEN YOU'RE TRANSFERRED to or from an overseas shore station, you and your family almost always travel by air. Now, in some cases, your furniture and other belongings are being flown overseas as well.

Only one per cent of U. S. servicemen's household goods shipments between CONUS and overseas are now going by air. However, the success of the first few months of air shipments by the Military Traffic Management and Terminal Service (MTMTS) makes it appear likely that more air shipments will be made in the future.

One of the advantages of air shipment over ocean freight is evident: your belongings arrive faster, allowing you to set up housekeeping at your new station with less delay, expense (to you and the government), and inconvenience.

Other advantages might not be so immediately apparent, but they're real factors in MTMTS' decision to try air shipments. For instance, air cargo is handled



only about half as much as surface shipments, reducing the chances of damage or pilferage to your property. And, in some cases, air shipment can even cost the government less than ocean shipment.

MTMTS began airlifting household goods in September 1969 for military men and families returning to CONUS from U. S. bases in Spain, Turkey, Crete, Libya and Greece — areas where sea shipment took even longer than usual because of limited sailings.

A month later, the service was expanded to include shipments to and from Bermuda, Ethiopia, Saudi Arabia, Congo and the Azores.

Goods shipped to CONUS from overseas are flown by Military Airlift Command (MAC), either on a military or commercial charter flight, to Dover Air Force Base, Delaware, or Charleston AFB, South Carolina. There the shipment is turned over to a commercial moving firm, which delivers it to the family's new home in the States.

A typical shipment—from New York to the Azores—takes 12 days by air, one-third of the time a surface shipment would take. Actual flying time is less than a day; the rest of the time is accounted for in pickup of the goods at the old home, travel by truck to the airport, and pickup and delivery at the destination.

Considering all expenses and savings, this sample shipment costs the government about \$44 for each hundred pounds. The same shipment by sea would cost \$55.40 per hundredweight.

Air shipment appears to save the government money in several ways, according to MTMTS. The goods are often shipped space-available on MAC aircraft, and therefore the expense of a special flight is saved; the service doesn't have to pay for weeks of hotel accommodations for the family while they're waiting for furnishings to arrive (while, of course, the family is

spared the trouble of living out of suitcases); and the reduction in handling means fewer loss and damage claims.

For many moves, ships are still the most economical way to ship your household goods, and the delay is often minimized in locations where there are frequent sailings. Surface transport will still be used for moving for some time to come.

But MTMTS is studying the situation, and expects to find more and more cases in which air freight can be used. For instance, when the new jumbo jets enter cargo service, they will bring lower shipping rates, making air shipment more economical than surface transport on some routes.

With air shipments being expanded, there's a good chance that on some of your future overseas transfers, your furniture will arrive before you do.

### **Expeditionary Medol Awarded to Ships And Units for Korea Service During 1969**

Members of the U. S. Armed Forces who served in or near the Republic of Korea from about May through December 1969 may be eligible to receive the Armed Forces Expeditionary Medal (Korea).

Eligible Navymen must have been attached to a ship or unit listed in BuPers Notice 1650 of 24 Mar 1970. They must also actually have entered the area during the eligibility period (or any part of it).

Ship and station personnel offices have copies of the BuPers notice on which eligibility for the medal is based.

The medals will be distributed by individual commands and may be obtained from: Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120.

USS BLUE (DD 744) is eligible for the Armed Forces Expeditionary Medal for Korean service. Are you eligible for this award? For a list of ships and units and eligibility dates, refer to the directive listed on this page.



## Calling All PO3s

### A BIG, NEW CAREER INCENTIVE

Another career incentive goes on the books this month.

Effective 1 July, petty officers third class who have served between two and four years of a total six-year active duty obligation are entitled to certain travel and household moving benefits. It was reported as a recommendation in the May issue of *ALL HANDS* (page 11) on career motivation, and has now gone into effect with the publication of SecNav Notice 7220 of 4 Jun 1970.

Now being incorporated into *Joint Travel Regulations*, the benefits include the following privileges for PO3s after completing two years of a six-year active duty obligation:

- Travel of dependents.

- Transportation of household effects.
- Dislocation allowance.
- Trailer allowance (in lieu of transportation of household effects and dislocation allowance).
- Transportation of automobile overseas.
- Overseas allowance.
- Evacuation allowance.

These benefits already are available to Navymen in pay grade E-4 who have served more than four years of active duty.

Individuals who have served less than four, but more than two years, may extend their enlistments to have the obligation needed to cash in on these benefits. You can get the details from your personnel office.

## No More Liberty Cards Required, Except Under Special Situations

The era of the Liberty Card has ended.

Effective 25 May 1970, the Armed Forces Liberty Pass—the 2½-by-3½-inch document carried by petty officers 3rd class and below—was canceled by OpNav Notice 1050. Accordingly, the requirement listed in BuPers Manual 3030200 is also canceled.

Under certain circumstances, however, liberty passes (DD Form 345) may be required where considered necessary for security or other special reasons in the judgment of the commanding officer or senior in the chain of command.

The decision to discontinue the liberty card stems from the opinion of policy makers that the great majority of Navymen are responsible, dependable individuals and therefore should not be required to prove in writing that they are officially authorized to be away from their command. There are other ways of determining an individual's eligibility for liberty, such as duty lists, watch bills and checkout logs.

Hereafter, the Armed Forces Identification Card, DD Form 2N, will be considered a sufficient means of identification.

## Good Advancement Prospects for Senior and Master CPOs Despite Strength Cutback

Advancement quotas for Master and Senior Chief Petty Officer candidates currently being forwarded to the fiscal year 1971 MCPO/SCPO Selection Board provide for the selection of 577 MCPO candidates and 1871 SCPO candidates.

This is comparable to the number of MCPO/SCPO advancements authorized in fiscal year 1970 and reflects adequate advancement opportunity in the face of petty officer strength cutbacks currently programmed for fiscal year 1971.

It should be remembered, however, that these quotas determine the maximum number of primary

selectees (those candidates for whom advancement will be authorized).

In summary: Should there be insufficient qualified candidates, these quotas will not be filled. Advancement opportunity varies by rate, and rating, but the over-all FY 71 advancement picture for MCPO/SCPO candidates is bright.

## Revised Guide Spells Out Rights and Benefits in Retirement, Fleet Reserve

A new edition of the *Navy Guide for Retired Personnel and Their Families* (NavPers 15891C) has been published and distributed to all Navy ships and stations.

The fourth edition of the guide contains updated information for retired Navymen and members of the Fleet Reserve on their rights and privileges, including benefits from federal and state agencies; restrictions on civilian employment; and family protection and survivor benefits.

The publication is intended for distribution to Navymen 18 months before their planned retirement or transfer to the Fleet Reserve, to give them time to plan for retirement and inform their families of the benefits they can expect.

Two information copies of the guide are being sent to all ships and stations. Additional copies may be requisitioned through the usual channels.

## List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Hail Hero!* (C): Drama; Michael Douglas, Teresa Wright.

*The Landriders* (C): Western; Telly Savalas, George Maharis.



*What Ever Happened to Aunt Alice?* (C): Drama; Geraldine Page, Ruth Gordon.

*Arabella* (C): Comedy; Virna Lisi, James Fox.

*Cactus Flower* (C): Comedy; Walter Matthau, Ingrid Bergman.

*Downhill Racer* (C): Drama; Robert Redford, Camilla Sparv.

*Marlowe* (C): Drama; James Garner, Gayle Hunnicutt.

*Frankenstein Must Be Destroyed* (C): Horror; Peter Cushing, Simon Ward.

*The Reivers* (WS) (C): Comedy; Steve McQueen, Will Geer.

*On Her Majesty's Secret Service* (WS) (C): Drama; George Lazenby, Diana Rigg.

*The Comic* (C): Comedy Drama; Dick Van Dyke, Michele Lee.

*Change of Mind* (C): Drama; Raymond St. Jacques, Susan Oliver.

*Take the Money and Run* (C): Comedy; Woody Allen, Janet Margolin.

*Moon Zero Two* (C): Science Fiction; James Olson, Catherine Von Schell.

*The Lawyer* (C): Drama; Barry Newman, Harold Gould.

*Who's Got the Black Box?* (C): Drama; Andrea Genoves, Jean Seberg.

*The Forbin Project* (WS) (C): Science Fiction; Eric Braeden, Susan Clark.

*The Ruthless Four* (WS) (C): Western; Van Heflin, Gilbert Roland.

*Topaz* (C): Drama; Frederick Stafford, Dany Robin.

*The Dunwich Horror* (C): Drama; Sandra Dee, Dean Stockwell.

*Those Were the Happy Times* (WS) (C): Musical; Julie Andrews, Richard Cream.

*Don't Drink the Water* (C): Comedy; Jackie Gleason, Estelle Parsons.

*Ring of Bright Water* (C): Drama; Bill Travers, Virginia McKenna.

*Flareup* (C): Melodrama; Raquel Welch, James Stacy.

*The Five Man Army* (C): Drama; Peter Graves, James Daly.

*Scream and Scream Again* (C): Drama; Vincent Price, Alfred Marks.

*The Challengers* (C): Drama; Darren McGavin, Sean Garrison.

*Night Gallery* (C): Mystery; Joan Crawford, Ossie Davis.

*Krakatoa, East of Java* (WS) (C): Drama; Maximilian Schell, Diane Baker.

*Viva Max* (C): Comedy; Peter Ustinov, Pamela Tiffin.

*Generation* (C): Comedy; Kim Darby, David Janssen.

*River of Mystery* (C): Drama; Edmond O'Brien, Vic Morrow.

### New and Revised Correspondence Courses Are Now Available from Scotia Center

Seven enlisted courses have been revised and are now available from the Correspondence Course Center, Scotia, N.Y. 12302:

- *Aerographer's Mate 1 & C*, NavPers 91603-1A (supersedes NavPers 91603-1).

- *Aviation Structural Mechanic E 3 & 2*, NavPers 91622-1B (supersedes NavPers 91622-1A).

- *Boilermaker 1 & C*, NavPers 91515-1A (supersedes NavPers 91515-1).

- *Builder 1 & C*, NavPers 91586-3 (supersedes NavPers 91586-2A).

- *Photographer's Mate 1 & C*, NavPers 91649-C (supersedes NavPers 91649-B).

Two of the revised courses are classified confidential:

- *Gunner's Mate Missiles 1 & C*, NavPers 91380-A (supersedes NavPers 91380).

- *Sonar Technician G 3 & 2*, NavPers 91261-1C (supersedes NavPers 91261-1B).

One officer course—*Leadership*, NavPers 10903-A2 (supersedes NavPers 10903-A1)—has also been revised.

Two enlisted courses are now available under the adjunct self-study programmed-instruction program:

- *Personnelman 3 & 2*, NavPers 13500.

- *Storekeeper 3 & 2*, NavPers 13502.

One new classified confidential enlisted course is available:

- *Fire Control Technician (M) 3 & 2*, NavPers 91342.



# REENLISTMENT QUALITY CONTROL

**"TO HAVE QUALITY,"** said Secretary of the Navy John H. Chafee, "means not only the best in ships, aircraft, missiles and equipment; it also means the best of people."

The outgoing Chief of Naval Operations, Admiral Thomas H. Moorer, was equally specific: "The Navy cannot afford to retain the man who has neither the potential nor the desire to serve in progressively more responsible positions."

That's the message of the Navy's Reenlistment Quality Control Program, aimed at raising the quality and prestige of career Navymen.

In the most recent addition to the program, the Navy has set new standards for reenlistment beyond 22 and 25 years, and established a way to recognize outstanding performance when a man reenlists.

BuPers Instruction 1133.22 sets the new standards. Unless a man receives special permission, he must:

- Be a petty officer or, if in Pay Grade E-3, have served as a PO in the current enlistment, or have passed the PO3 exam and be currently recommended for advancement, to be eligible for a first reenlistment. (This requirement has been in effect since 1 Nov 1969.)

- Effective 1 Jul 1971, be at least a PO1 who has passed the CPO exam to be eligible for a reenlistment that will make his service extend beyond 22 years.

- Effective 1 Jul 1971, be a CPO or above to be eligible for service beyond 25 years.

A man's commanding officer may request a meritorious waiver of these qualifications for men with exceptionally good records who want to continue their service. However, this doesn't mean that everyone will be given a waiver; it will only be for those judged by the CO to be real assets to the Navy.

**A** NEW REENLISTMENT eligibility classification has been established: "Recommended for Preferred Reenlistment." To win this honor, a man must be at least a PO3 who has passed the PO2 exam, and have an over-all trait average of 3.6 or above in his evaluations in the current enlistment.

The new classification will help the CO to distinguish the Navymen whose performance and professional growth are significantly higher than the minimum requirements for continuing a naval career.

However, it should be noted that a man who doesn't quite meet the qualifications for this elite designation is still eligible for all the privileges of reenlistment, as long as his commanding officer designates him as eligible to reenlist.

In more detail, here's how the quality control program works:

"Reenlistment," for the purposes of this program,

includes shipping over by USN or USNR men on active duty; reenlistment after broken service; enlistment of Reservists in the Regular Navy; or extension of active duty for 12 or more months.

For a first reenlistment, a man must be serving as a petty officer, or if serving in pay grade E-3, have passed the PO3 test and be currently recommended for advancement, or have formerly served as a PO in the present enlistment and be currently recommended for advancement to PO3.

Nonpetty officers who reenlisted before 1 Nov 1969 must receive special permission from the Chief of Naval Personnel for a second reenlistment, if they will have served less than eight years at their EAOS and if they have never fulfilled the requirements above for a first reenlistment.

**B**EFORE A MAN may reenlist for a period which would take him beyond 22 years of active day-for-day service, he must be at least a PO1 who has passed the exam for chief and be currently recommended for advancement to CPO.

To be able to reenlist for a period which will extend beyond the 25-year mark in active day-for-day service, a man must be at least a chief petty officer.

A question arises on first-term reenlistments: what happens to men who enlisted in the Regular Navy for less than four years, or Reservists with only a two-year active duty obligation?

Commanding officers may give men in both these categories a one-time extension to bring their total active duty to 47 months, thus allowing them as much time as the four-year men to take and pass the PO3 exam. Not everyone will automatically receive this extension — commanding officers are supposed to limit it to men who have shown real potential for being able to make a rate.

However, there's an exception: 2X6 Reservists (those with a two-year active duty obligation out of six years' total) cannot receive an extension past the fourth year of their enlistment, since they are allowed only four years of inactive and active time to meet the standards. (For instance, a man who had a year of inactive duty before his two years of active duty may only be given an 11-month extension to qualify for reenlistment.)

**P**ETTY OFFICERS WHO ARE NEARING the 22- or 25-year mark who don't qualify for reenlistment under the new standards may be permitted to obligate for additional service under these conditions:

- If a man's EAOS is before 1 Jul 1971 and he has less than 15 months to serve until his 22nd or 25th year — or if he is already serving beyond the allowable time — he may receive a 15-month extension.



# for the professional navyman



The Reenlistment Quality Control Program is aimed at maintaining the high standards of a professional sea service with personnel capable of serving in progressively more responsible positions. Representative of the responsible Navyman is ADJ1 Robert D. Hunt, shown here being awarded the Silver Star for action in the Republic of Vietnam.

• If his EAOS is before 1 Jul 1971 and he needs more than 15 months to serve until the 22- or 25-year mark, or if his EAOS is on or after 1 Jul 1971, he may reenlist or extend for a period expiring as soon as possible after he reaches 22 or 25 years, whichever applies to his case.

If a man nearing 22 or 25 years decides to leave active duty rather than take one of the above extensions, there's another provision in his favor. If his EAOS comes three months or less before the date on which he would be eligible for a higher rate of retainer pay, he may extend for a period expiring on the

day the higher multiple goes into effect. He will be transferred to the Fleet Reserve or the Reserve Retired List on that day.

If any of these extensions would give a man a total of more than 48 months of extensions in an enlistment, a request for additional obligated service must be submitted to BuPers.

Men who are eligible for Seavey, but who would miss out on a shore assignment because of the service limitation, may be allowed to extend for the time required to enter Seavey.

And, of course, if a man meets the professional

achievement requirements while he's on any of these special extensions — for instance, if a PO1 passes the CPO test while serving out his 15-month extension that takes him past 22 years — he may then reenlist if he is otherwise qualified.

Men in pay grade E-3 who have been approved for rating conversion through formal school training are not required to pass the PO3 test to be eligible for first reenlistment, since their performance has already shown potential for successful professional achievement.

Men with good records may receive meritorious waivers of the service requirements from the Chief of Naval Personnel if their CO decides they are well qualified for continued naval service. The CO will

consider the Navy's need for each man's rating or NEC, along with the man's own personal and professional performance, before deciding whether a waiver is advisable.

**I**N LINE WITH THE NEW RULES, there are now four possible entries in a man's record referring to his reenlistment status:

- "Recommended for Preferred Reenlistment" — for PO2s and above or for PO3s who have passed the PO2 exam, who have a minimum over-all trait average of 3.6 for the current enlistment and are fully qualified for reenlistment. Further standards for this entry are being developed to be applied at various career reenlistments.

Some of the newest reenlistment standards designed to improve the quality of the Navy's career force and to increase the professional opportunities of the career petty officer are outlined in the accompanying article. There are others.

Last year, a memorandum from the director of the Enlisted Personnel Division of BuPers was sent out to all commanding officers of Navy units. It included a checklist of items the CO should consider when deciding whether to recommend a man for reenlistment, advancement or separation.

This checklist is reproduced below, with some items slightly reworded and some administrative remarks deleted. The authority for each item is in parentheses, followed by comments on the item.

The standards in this list are the basis for the Navy's Personnel Quality Control program.

Check yourself.

- Performance evaluations must be based objectively on demonstrated performance and abilities as compared to Navy standards. (BuPersMan 3410150.4.)

- Only members *fully qualified* should be recommended for advancement. (BuPersMan 2230160.2.a.) The final decision on whether a man who has passed an advancement exam is fully qualified to be advanced rests with the CO.

- Demonstrated incompetency in professional performance or leadership is cause for a reduction (or a recommendation for reduction) in rate. (BuPersMan 3420140.3.) Two consecutive regular evaluations, or one regular and one special evaluation covering at least three months, are enough cause for this action.

- At annual service record verification, first-termers whose performance is jeopardizing an honorable separation must sign Page 13 warning. (BuPersMan 5030120.4.b.) Continuation of past substandard performance may lead to less than honorable separation.

- First-termers should be separated if they are non-petty officer material with more than 12 months' service, below 11th-grade education, GCT

## You Can Measure Yourself

below 42, and marks below minimum for honorable discharge and for reenlistment. (BuPersMan 3410150.15.b.) Men who fall below these standards who are considered a burden to the command because of substandard performance or inability to adapt will not be allowed to continue their Navy service.

- Men who show chronic alcoholism, irresponsibility or character behavior disorders should be recommended for unsuitability separation. (BuPersMan 3420180.)

- Men should be recommended for unfitness separation if their records show frequent discreditable involvement with civil or military authorities; established shirking; or dishonorable failure to pay debts, support their families or comply with court orders on dependent support. (BuPersMan 3420220.)

- Men who will not or cannot perform satisfactorily must not be retained in the Navy, but should be given an administrative discharge or separation. (BuPers Notice 1910 of 28 Aug 1968.)

- An agreement to extend must be canceled





- "Eligible for Reenlistment" — for men who meet all the minimum requirements for shipping over. Men with this classification are eligible for any reenlistment incentives for which they qualify.

- "Eligible for Reenlistment but Not Currently Qualified by Professional Growth Criterion" — for non-petty officers in pay grade E-3, with otherwise satisfactory performance, who are ineligible for first reenlistment only because they have not served as a PO3 or passed the PO3 exam. Men in this classification may not reenlist without prior approval by the Chief of Naval Personnel. This entry is only used when a man is otherwise eligible for first reenlistment. It is not used for 2X6 Reservists who complete initial tours of active duty of less than 47 months.

- "Not Eligible for Reenlistment" — for men who do not meet the minimum standards for reenlistment or are not desired for continued Navy service. Men in this classification cannot reenlist without specific approval by the Chief of Naval Personnel.

2X6 Naval Reservists who complete their initial period of active duty in less than 47 months may also be classified either Eligible, or Not Eligible, for reenlistment depending upon their performance on active duty and their potential for further service.

Quality means the best in people. Reenlistment Quality Control is one way the Navy keeps its quality high by keeping its best men—the professionals who have what it takes for a Navy career.

For more on this subject see the box below.

## By These Quality Standards

when the man is no longer recommended for reenlistment. (BuPersMan 1050150.9.g.) The agreement may be canceled before the operative date when the man fails to meet the minimum standards for reenlistment, or when his performance or conduct shows that he lacks career potential.

- The number of a man's dependents should be reviewed before reenlistment. (BuPersMan 1040300.19.) It is possible for men to become administrative liabilities because an excessive number of dependents might bring on indebtedness, restriction on assignment, and frequent requests for special consideration.

- Minimum evaluation marks for reenlistment are 2.7 over-all and 3.0 in military behavior. (BuPersMan 3410150.15.a.) Men with lower marks must receive BuPers approval for reenlistment.

- Not everyone who meets the minimum marks criteria will be designated eligible for reenlistment. (BuPersMan 3840120.2.) The CO will record a full explanation of his reasons for not classifying the individual involved as eligible for reenlistment

on Page 13 of the service record.

- For a first-term reenlistment, a man must be a petty officer, an E-3 who has passed the PO3 exam and been recommended for advancement, or an E-3 who served as a PO during the current enlistment and is presently recommended for advancement. (BuPers Inst. 1133.22.) For details, see the accompanying article.

- Reenlistment eligibility code is required for the service record's Report of Discharge page. (BuPers Inst. 1900.2 series.) A separated Navyman who wants to reenlist must present the original of this page to the recruiter when applying for reenlistment. If he was designated "Recommended for Preferred Reenlistment," or "Eligible for Reenlistment," the recruiter may reenlist him; if he held any of the other two classifications listed at the end of the accompanying article, the recruiter must get BuPers approval before he may reenlist the man.

- When the CO is considering any reenlistment recommendation, he must consider the man's over-all potential: leadership, prospective growth, education, GCT, attitude, etc. (BuPersMan 3410150.15.c.) He will look at the man's record of dependency, GCT and education, advancement progress, in-service education, civil and military disciplinary record, and performance evaluations.

- An honorable discharge requires an over-all trait average of at least 2.7 and an average of not less than 3.0 in military behavior. The CO may recommend a one-year extension for deserving men to give them a further chance to earn an honorable separation, or recommend an honorable separation if an extension is not desired or appropriate. (BuPersMan 3410150.14.) The character of the separation at the end of the extension will be based entirely on the evaluations during the extension. If a man's marks do not meet the standards and no recommendation is given, he will be separated "under honorable conditions." The awarding of Honorable Discharge does not require a classification of Eligible for Reenlistment.



## **BuPers Is Reviewing YN and PN Ratings, Aims to Solve Billeting Needs of Fleet**

The Bureau of Naval Personnel is reviewing personnelman and yeoman billets to determine if the current distribution of PNs and YNs best fills personnel administration needs.

Early information from surveys and work studies indicates that more PNs are needed, and that many YNs are in billets where they must perform PN functions.

Although many commands, particularly small ones, have been forced to use YNs and PNs interchangeably, there appears to be some room to adjust billets to make such double duty less common.

A new yeoman NEC being studied by the Bureau will identify YNs who have enlisted personnel administration skills. The new NEC will be used to detail YNs to units which have no personnelman billets.

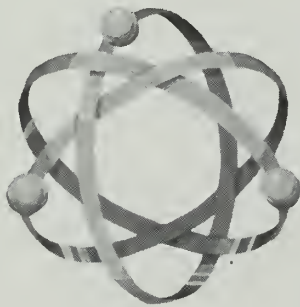
The billet review is first being focused on sea billets. Review of shore billets is complicated because of the civilian substitution programs in which 4681 YN and PN billets were civilianized between 1966 and 1969.

Any significant changes coming from the billet study will be phased in over an extended period, to protect advancement opportunities and provide equitable sea-shore rotation for men in the two ratings.

## **Polaris/Poseidon Specialists Join BuPers Centralized Detailing System**

Effective 1 May, all rated and designated men with Polaris/Poseidon NECs have been added to the BuPers centralized distribution system.

All men with NECs 3301 through 3349 in the ratings ET, FTB, MT and TM are affected. From now on, their transfer orders will come directly from the Bureau of Naval Personnel, rather than from En-



listed Personnel Distribution Offices or from Fleet commanders in chief.

Men in this field should already have submitted duty preference cards to the Bureau. (The deadline was 1 April.) Hereafter, each man must submit a new card within four to six months after he arrives at a new ship or station, or whenever he wants to change his duty choices.

Centralized detailing removes the affected men from the Seavey-Shorvey system. They will be noti-

fied of new assignments about four months before their TCDs.

Unofficial or official correspondence on Polaris/Poseidon transfer matters may be addressed to Chief of Naval Personnel (Pers-B2132), Navy Department, Washington, D. C. 20370.

## **Lower College Tuition Rates Now Apply To Navymen, Dependents in 11 States**

Probably you've thought about taking some college courses in your off-duty hours. But you might have decided not to because the state college where you're stationed charges high tuition for nonresidents.

Now, if you're assigned in one of the 11 states listed below, you and your family may take courses at state colleges and universities at the same low tuition as permanent residents of the state.

The states are California, Colorado, Hawaii, Louisiana, North Dakota, Ohio, Tennessee, Texas, Utah, Washington and Wisconsin.

For details of each state's tuition rates and provisions for active-duty servicemen and dependents, contact the registrar of the school you're interested in attending.

Efforts to make education less expensive for servicemen were suggested by the Secretary of the Navy's Task Force on Navy/Marine Corps Personnel Retention. In 1966, the Council of State Governments proposed in-state tuition privileges for servicemen and dependents.

As of last December, the 11 states listed had passed special laws allowing for such privileges.

## **You Take the High Road and You Take The High Road and You Take the High**

The next time you move to or from an overseas area under permanent change of station orders, you most likely will travel by air. Here's why:

- All Military Sea Transportation Service transports have been withdrawn from scheduled passenger service.

- U. S. flag passenger ships are gradually being withdrawn from scheduled trade route service.

With regard to the latter, bookings for military passengers are dwindling rapidly.

In the Atlantic, the commercial liners *ss Atlantic*, *ss Constitution* and *ss Independence* have been removed from service in the Mediterranean area and at this writing were headed for a reserve status.

Also, *ss United States* has been removed from passenger service and there is no foreseeable prospect of her return to a regular schedule.

In the Pacific, where major passenger lines are emphasizing round-trip pleasure cruises, few passenger spaces are available to satisfy military requirements for one-way travel.

It is noted that when U. S. flag passenger ships are not available, U. S. flag commercial passenger/cargo liners may be used if excessive travel time would not be involved in making out-of-the-way ports. The Navy family is cautioned that such carriers do not



accept children under 12 years of age, and there usually are no medical facilities on board the ships.

In any case, the Bureau of Naval Personnel is attempting to procure available surface passenger spaces for Navymen and families who wish to travel by ocean liner.

However, air travel will continue to be the primary mode of transportation for both Navymen and dependents.

### **Commands Can Reduce Flight 'No-Shows' by Keeping Closer Track of Passengers**

Overseas flights of Military Airlift Command planes sometimes take off with empty seats because scheduled passengers fail to report. Empty seats, of course, increase the per passenger cost of the flight.

BuPers Notice 4630 (23 Apr 1970) said the majority of no-shows are a result of:

- Failure of detaching commands to initiate timely cancellation procedures when orders are modified or canceled, or when it is known that an individual will not meet reporting instructions because of detachment date, temporary duty or additional leave en route.
- Duplicate reservation requests brought about by commands requesting a second port call for the same individual without referring to the original port call request.

Instructions for proper documentation of passengers and information on reservation confirmations are contained in BuPers Inst. 4650.14 series. Detaching commands are encouraged to review this directive.

### **Educational Services Center at Pensacola Aims to Meet Navyman's Specific Needs**

Navymen at Pensacola who want more education — whether it's a high school diploma or a master's degree — now find it more convenient to achieve their goals.

The Chief of Naval Air Basic Training (CNABATRA) has opened a new Educational Services Center at NAS Pensacola, with six branches in various commands of the Pensacola Navy complex.

At the center and branch offices, Navymen can choose among educational opportunities to fit their own needs: high school and vocational studies, adult education classes, and courses counting toward associate's, bachelor's or master's degrees. Some of the classes meet on base; others are available on the campuses of the two participating schools, the University of West Florida and Pensacola Junior College.

A man checking into a Pensacola activity — or one already assigned there who wants to further his education — receives all the educational services he needs at the center.

He is counseled on his educational needs, applies for Tuition Aid or GI Bill Education assistance if necessary, and may sign up for classes offered by the local colleges, USAFI or other educational programs.

Designed for proximity and convenience, the Educational Services Center hopes to help officers, enlisted men, civilians and their dependents to define and

then achieve their educational goals, and to bring more courses to the stations where they will be more readily available to those who want them.

Particular emphasis is placed on academic standards for flight instructors. Almost half of the 1411 flight and academic instructors and support officers at CNABATRA do not have a bachelor's degree.

Before the center was established, a random selection of courses was available at the station. However, many Navymen found the on-base classes — and the alternative of individual attendance at the college campuses — inconvenient and incompatible with their work schedules.

A representative of CNABATRA visited bases of other services in Florida to gather ideas on how to expand educational opportunities. With these ideas and help from the two participating schools, the center was developed.

Rear Admiral H. S. Matthews, CNABATRA, told why he established the center: "Continuing education is, in our day and time, an absolute necessity, and it is becoming more and more recognized that spare time must be utilized to obtain higher education."

The center's objectives are to encourage a high school diploma for all enlisted men, a broadening vocational and remedial education for non-degree candidates, an associate degree for career-motivated enlisted men, a bachelor's degree for all commissioned officers, and a master's degree for qualified lieutenants and above.

Once a Navyman at Pensacola has decided how much education he wants, the new center can give him plenty of help.

Sketch of airman on Crash and Salvage Team, by NACAL artist Paul Ortlip, for Navy Art Cooperation and Liaison program.



## Chances Are Better Than Ever If You Meet NESEP Quals

**O**KAY, YOU'RE DOING pretty well. You're a PO with a high school diploma; you've stayed out of trouble; and you've done your job in a way that has earned the respect of both your superiors and the men you supervise.

But do you have what it takes to be something *really* special? A college graduate and a naval officer, for instance?

It can happen with NESEP — in just five years (or even less, if you have some college credits). Interested? Now is the time to apply.

It's no pipe dream, either. Last year, three out of every four qualified applicants for the program were selected, and the prospects for this year's selections are equally bright.

NESEP (Navy Enlisted Scientific Education Program) candidates may be enlisted men or women, married or unmarried. On selection, they are given up to four years of uninterrupted education at one of 22 participating universities across the country.

During one of the summers, usually between the junior and senior years, they attend 10 weeks of Naval Officer Candidate School. Then, when they graduate from the university, they receive degrees in engineering, science or math, and are appointed as unrestricted line ensigns in the Regular Navy.

**A**PPPLICATIONS FOR THE 1971 NESEP are being taken from 1 July through 1 October this year. You are eligible if you can answer "Yes" to all these questions:

- Are you a U. S. citizen by birth or naturalization?
- Will you have been on active duty, USN or USNR, for a year or more by 31 December this year? (Except in outstanding cases, only time outside service schools counts for this requirement.)

NESEP students between classes at the University of Texas in Austin.



- Are you serving as a petty officer, or do you expect to make PO3 from the August 1970 exam?

- Will you be 20 to 23 years old on 1 Jul 1971? (If you have some college credits, a waiver of the upper age limit may be given on the basis of one year for every year of transferable credits you have.)

- Are you a high school graduate, or have you completed three years of high school and have a GED equivalent with a grade of 75th percentile or above in all test areas?

- Is your combined GCT/ARI score 115 or above?

- Are you in good physical condition, not subject to motion sickness, with vision not worse than 20/100 correctable to 20/20? (The vision requirement applies only to male applicants.)

- Do you have a clean disciplinary record, both in your military service and with civil authorities?

- Do you meet the prospective naval officer's high standards of character, patriotism, sense of duty, personal conduct and financial responsibility? (Your CO will answer this question as he decides whether to recommend you for the program.)

**I**F YOU'VE MADE IT this far with all your answers affirmative, congratulations. You may be NESEP material.

Now the thing for you to do is: get hot on your application. It must arrive at BuPers no later than 1 October, and it must include quite a pile of papers to allow the selection board to make a decision.

For instance, you must enclose reports of a medical examination and your medical history; your high school (and college, if any) transcripts; evidence of citizenship if you were naturalized or born abroad of American parents; a Statement of Personal History and security questionnaire; a report on your evaluation by a three-officer board convened by your CO; the CO's recommendation; and several other items. Details are in BuPers Instruction 1510.69M CH-1; your personnel office or Educational Services Office has a copy.

After your application has been received in BuPers you will receive a postcard acknowledging receipt.

**T**HE NEXT STEP is the NESEP screening exam, given Navywide on the second Monday in November. If you're serious about the program, you will have been studying for it for some time.

The exam covers math, algebra, geometry, trigonometry, physics, chemistry and verbal reasoning. Enclosure (8) to BuPers Inst. 1510.69M contains a list of USAFI courses you can use for refresher study in these areas, and some sample questions to give you an idea of what to expect.

You don't pass or fail this exam. Your score is used to give you a relative standing among the applicants. The higher you score, the better your chances for selection.

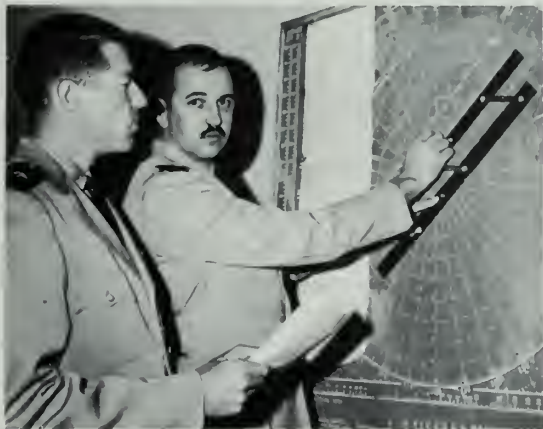
After the exam results are in, a board meets at Bu-



Pers in January and February to consider applications. The board designates the applicants who appear best qualified as "provisionally selected candidates," and the candidates' names are published in a BuPers Notice 1510 in March.

Then the provisionally selected candidates are further screened with another test — a form of the Scholastic Aptitude Test (SAT) of the College Entrance Examination Boards. A Navymen who qualifies on the SAT for admission to a NESEP university will be kept in the program.

Two NESEP officer candidates use plotting board while working a problem.



**I**F YOU'VE MADE IT this far, you will receive orders to report to prep school in early June — either at the Naval Academy Preparatory School in Bainbridge or the Service Schools Command at NTC San Diego.

Before your prep school orders are carried out, you extend your enlistment to about 1 Sep 1972 or later—a year after you can expect to finish the prep school.

At the nine-week prep school, you receive refresher training in math, physics and English, and orientation in college academic requirements.

During this time you'll also be interviewed and assigned to one of 18 major fields — in engineering, science or math—and to a specific university; you'll receive another thorough medical and eye examination; and if you're interested and qualified, you may be given the chance to enter the nuclear power program.

After you've finished prep school satisfactorily and been accepted by a NESEP university for the fall term, you extend or reenlist for a total of six years (counting from the end of prep school)—and you're designated a NESEP Officer Candidate.

**T**HEN WILL COME four years on campus, including summer sessions and OCS.

When you graduate, you'll obligate yourself for nine months of active duty for every six months of education you've received — at least four years.

As you put on your ensign's shoulder boards, you can reflect that four years is just about enough time to make lieutenant. After that, the sky's the limit.

You'll owe it all to hard work — and NESEP.

## If You're Away from Home on Voting Day, Now's the Time to Check on Absentee Ballot

**S**INCE THE EARLY DAYS of the American Republic, the importance of voting has been emphasized as a right and as a responsibility. As far as military families are concerned, the exercise of the voting right in the past has sometimes been more complicated than it has been for other citizens, because their duties keep them on the move.

The Federal Voting Assistance Act of 1955 recommended that state governments take action to simplify voting by military personnel away from home.

Since that time, states have changed their election procedures to help service members cast absentee ballots.

Full access to the ballot box by all citizens of voting age is one means of preserving a democratic society and there are a variety of laws which ensure the right to vote.

Each state has its voting qualifications. If, for example, you are 18 years of age and a resident of Georgia, Guam or Kentucky, you are old enough to vote. Alaska sets the voting age at 19 and Hawaii at 20. All other states require that voters be 21.

States also specify a minimum period of residence before extending the right to vote. The political jurisdiction in which you lived before entering the Navy usually is considered your legal voting residence.

You may, of course, establish a legal residence elsewhere because time spent in the Navy can be counted toward meeting total residency requirements.

Despite the apparent ease of establishing residency, Navymen shouldn't make a change without giving the matter due consideration. Official residence also involves such factors as income tax, inheritance, divorce, adoption, liability, automobile registration and a number of other legal matters which are governed by state rather than federal law.

If you aren't a registered voter in any state, you should learn whether the state in which you legally reside requires registration — most do.

Many states permit absentee registration and some will register a qualified voter at the same time they accept a Federal Post Card Application or a voter absentee ballot. Other states require a voter to be registered before he applies for an absentee ballot.

Commanding officers usually appoint a commissioned, warrant or chief petty officer to administer the voting program.

If you want to obtain an absentee ballot, or have some problem concerning the mechanics of voting, you should contact your voting officer or one of his assistants. It is their duty to give prospective voters accurate, factual and unbiased information on how servicemen and members of their families may vote either by absentee ballot or in person.

No Navymen should worry about being influenced by the voting officer or anyone else. The ballot is secret and the use of influence in the voter's choice of a candidate is strictly prohibited.

# Letters to the Editor



## Ribbon Colors Have Meaning

SIR: I have always wondered what the colors on service ribbons signify. Although I have asked a number of people, none has been able to tell me why certain colors and designs are used on a designated ribbon.—Mrs. R. R. G.

• Whenever possible, the colors for service ribbons are chosen because they have some relationship to the service being recognized or to other awards to which they are related. Other patterns and colors are selected because of heraldic considerations.

Patterns of vertical or horizontal stripes are required to differentiate between various awards.

The Navy and Marine Corps Medal ribbon bar, for example, is blue, gold and red. These are the colors of the Navy and Marine Corps.

The Vietnamese Service Medal ribbon bar uses yellow and red, the colors of the Republic of Vietnam flag.—Ed.

## Dental Treatment for Veterans

SIR: After my discharge I received dental treatment from the Veterans Administration. Later, I needed further treatment, but was denied. Why?—A. F. M.

• A discharged veteran is entitled to one-time dental treatment if he applies within a year after discharge. If he applies within 12 months and is examined within 14 months, the dentist can determine without reviewing the man's military records that his existing dental disabilities, other than missing teeth, were incurred during service.

In addition, veterans in some categories are entitled to repeat treatment. They include those receiving compensation for a service-connected dental condition or disability; those whose service-connected noncompensable

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dental problems resulted from combat wounds or service injuries; former POWs; those suffering from some other service-connected condition or disability if their dental problem directly aggravated their condition; and those disabled veterans receiving training under the Vocational Rehabilitation Act who need dental treatment to prevent interruption of their training.

Evidently your case didn't qualify for repeat treatment. Sorry.—Ed.

## Sheds Light on Smoking Lamp

SIR: Our local safety publication is preparing an article on smoking regulations and we would like to find out the origin of the traditional smoking lamp. Do you have anything on this?—LT R. W. C.

• The exact date and origin of the smoking lamp has been lost; however, it probably came into use during the 16th century, according to the Naval History Division.

Existing records show that the smoking lamp in the beginning was devised mainly as a safety measure. Regulations restricted smoking to certain areas, such as the fo'c'sle or an area directly surrounding the galley to keep the hazard of fire away from highly combustible woodwork and gunpowder. Lamps hung in these areas provided smokers with the means to light up.

Even after the invention of matches in the 1830s, the lamp was an item

of convenience to the smoker. When particularly hazardous operations or work required that smoking be curtailed, the unlit lamp relayed the message.

Today, the smoking lamp has survived only as a figure of speech. When the officer of the deck says, "The smoking lamp is out," before drills, refueling or transferring of ammunition, that is the Navy's way of saying, "no smoking."—Ed.

## Retroactive Pay Increases

SIR: Can you tell me whether the Armed Forces have received any retroactive pay in the past eight years?—WO1 D. W. A., USN.

• Yes. Public Law 90-207, passed by the 90th Congress, and enacted on 16 Dec 1967, provided for an increase in military pay retroactive to 1 Oct 1967.

Before then, Public Law 89-501, enacted on 13 Jul 1966, was retroactive to 1 Jul 1966.

The most recent pay raise, signed into effect on 16 April, provided for retroactive increases to 1 Jan 1970. This pay increase was authorized by Public Law 90-207, which provides that whenever Civil Service pay is hiked, so is military.—Ed.

## BAQ vs Cost of Housing

SIR: Some time ago I read an article in a commercial Navy-interest publication on BAQ, telling how the amounts each pay grade receives are determined.

I was greatly surprised to discover that housing cost figures, from which the allowances are determined, include the cost of housing unmarried personnel in barracks. Naturally, the cost of housing two or three hundred men in one structure will be a great deal lower than the amount the same



number of men would have to pay if they were providing their own quarters elsewhere.

This appears to be the reason insufficient BAQ allowances are paid to military personnel — especially in the lower pay grades, which have a large number of single men. Now I understand why BAQ does not cover the costs of maintaining a household in the civilian community.

Do you know if there are, or have ever been, any proposals for allotting BAQ based on the actual cost of civilian housing? I feel now that the present system is unfair and should be changed.—ACC C. R. M., USN.

• *The relationship of Basic Allowance for Quarters (BAQ) to actual housing costs is a bit more complex than you may realize, Chief. According to the pay experts in BuPers, you actually get more BAQ than you seem to — although the amount you receive still isn't quite as much as you might expect to pay for civilian housing.*

*Now that we've thoroughly confused you, we'll explain.*

Even when the present BAQ system was established in 1949, the allowance wasn't intended to cover every cent of housing costs — and since then, costs have risen much faster than BAQ, especially during the last 10 years. Meanwhile, PO3s (over four years) and above haven't had a BAQ adjustment since 1963.

To cloud the picture further, there's the "comparable raise" system that came into effect with the passage of Public Law 90-207, under which military pay is raised every time federal civil service employees receive a pay raise. This setup was responsible for the pay raises of 1 Oct 1967, 1 Jul 1968, 1 Jul 1969, and 1 Jan 1970.

The amount of the military pay raise is figured on the basis of Regular Military Compensation (RMC) — which includes basic pay, quarters and subsistence allowances, and the tax advantage on the allowances. Servicemen are given a raise in RMC equivalent to the average pay raise for civil servants.

However, the raise is all added to basic pay, rather than being distributed among the pay and allowances.

In effect, then, Navymen have received a raise in BAQ with every one of the last four pay raises, since part of each raise was based on the amount of BAQ they were receiving. See?

So in theory, real BAQ has risen by 26.8 per cent as a result of the last four raises in basic pay. For example, a married CPO in effect receives \$145.69 a month in BAQ — \$114.90 in the regular allowance, and \$30.79 more as part of his basic pay raises over the last three and a half years.

That isn't to say that \$145.69 is necessarily enough to put a roof over the heads of the wife and kids. A recent survey showed that, in fact, the chiefs pay an average of \$154 a month for family housing. (By the way, civilians earning the same amount of money pay about \$162 a month.)

But it does indicate that Navymen are receiving more BAQ than appears on the pay scale, and that they shouldn't feel cheated if they have to pay more for housing than the amount of their housing allowance.

Our experts inform us that there are no plans to readjust BAQ levels closer to real housing costs in the future. But they note that much of the confusion caused by the present system would be eliminated under the military pay system now being studied by the Defense Department, in which

quarters and subsistence allowances would be combined with basic pay into a simple salary.

Of course, there are many pros and cons to the proposed new pay system. But we must agree with the experts that one great advantage of it would be that you'd know more nearly where you stand.—Ed.

### Proud of Selection Percentage

SIR: Those of us who serve on board USS Lapon (SSN 661) are proud of our sharp ship and outstanding crew, and now we think we have a record.

Of the six men on board Lapon who applied for appointment to warrant officer, five—better than 80 per cent—were selected.

What's more, these five men (from a command with less than 100 enlisted men) represent one per cent of the latest warrant officer selections from throughout the Navy.—EMC-(SS) P. W. B.

• *We haven't heard of a higher percentage for the category you claim, so we'll consider Lapon the qualified champ and present your figures for the scrutiny of statisticians attached to other commands. Congratulations.* —Ed.

The guided missile destroyer USS Cochrane (DDG 21) underway off the coast of Hawaii.





USS Maine Battleship No. 10 took name of ship blown up in Havana.

## ***Back in the Days of the Battlewagons***

SIR: I'm confused. Perhaps you can help me.

I have always understood that a battleship was a large, heavily armed, heavily armored ship with a hull number and the class designation of BB. However, in references to the Spanish-American war, *uss Texas*, *Maine*, *New York* and *Indiana* have been referred to variously as armored cruisers, second-class battleships and battle-ships. Which, if any, are what?

However, in this connection, I have run across references to *uss Indiana* (the one referred to above) as the first *true* battleship with the designation of BB 1. If so, what was there about her that made her so? If not, which one was?

Another point that is somewhat fuzzy: Was the *uss Maine* which made the cruise with the Great White Fleet the same *Maine* sunk in Havana Harbor at the beginning of the Spanish-American war? I have an idea that the Great White Fleet made its cruise after the war. If so, was *Maine* raised and repaired?

One final problem: What happened to BB 25? If it was completed, why doesn't it have a name? If it wasn't, why isn't *uss South Carolina* (BB 26) designated as BB 25?

I'm sure you will be able to answer these questions without any trouble, but I haven't been able to find them with the resources at my command. Thanks a lot.—M. M. B.

• *A fine bucket of worms you've handed us. A few years ago one of our staff writers sold us on the idea of doing a brief — so he said — article on the evolution of the battleship. We agreed.*

*A few months later we wondered*

*what had happened to the article. We then discovered that he had acquired a minimum amount of enthusiasm and a vast quantity of notes, utterly incomprehensible and contradictory. The project was dropped right there. As you say, the situation is confusing.*

*Since that time, we have learned to buck such problems to the Ships' Histories Section, Naval History Division, of OpNav. We did so in your case, and they found your questions intriguing — certainly not insoluble. Here is what they have to say:*

*A battleship can be defined as a large, heavily armored seagoing warship armed with the heaviest guns. The three essential elements are size, protection and heavy armament.*

*A ship possessing only one or two of these elements would not be a true battleship. For instance, the battle cruiser was large and carried heavy guns, but was only lightly armored. Some 20th-century monitors and coast defense ships of other navies had big guns, but were small and not very heavily armored. None of these could be called battleships.*

*Of course, such things as size and armament are relative. A ship that was the last word in size and power in 1900 was a museum piece by 1920. Indiana (BB 1) of 1895 displaced 10,288 tons and carried four 13-inch guns, while Iowa (BB 61) of 1943 was 45,000 tons with nine 16-inchers. Early battleships were slow; BBs of World War II were among the fastest big ships afloat.*

*With these criteria in mind, the*

USS Indiana Battleship No. 1





answers to your first two questions are: Texas, Maine and Indiana were battleships, while New York was an armored cruiser. Indiana was not the first battleship — but she was the first first-class battleship. Which brings us to the tangled question of battleship terminology. Read on.

The matter of hull numbers and the "BB" designation requires some explanation. It can become confusing.

Not all U. S. battleships had hull numbers. Maine and Texas, commissioned in 1895, were laid down before numbers began to come into common use, and were never assigned any as battleships. Therefore, Indiana was BB 1 because she was the first battlewagon built after hull numbers began to be used.

As for the "BB" designation, it was not adopted until 1920, by which time most of our earlier battleships were on their way to the scrap pile. The older ships were designated as BBs only during the last two or three years of their careers; but the abbreviation is used for convenience when referring to battleships at an earlier date.

For instance, we can speak of Indiana (BB 1) taking part in the Battle of Santiago in 1898, though she was then carried on the Navy List as Battleship No. 1. The "BB" abbreviation didn't come until 22 years later.

At the time of the Spanish-American War, Texas and Maine were classed as "second-class" battleships. This was no reflection on the battle readiness of their crews. The differentiation came into use in 1897 to distinguish these two older ships, with their obsolete battery arrangement, from later "first-class" battleships — the first of which was Indiana. Maine and Texas had two turrets arranged off-center or "in echelon," one to either beam; "first-class" battleships had their main turrets on the centerline.

Some confusion in terminology is almost inevitable. Terms were often not precisely used in the early days of the battleship era, so different designations are often given to the same ship at the same time by different people. However, we believe the designations given are in keeping with the criteria for battleships.

Compared to the problem of deciding what a battleship is and isn't,

answering your last two questions is easy.

The Maine that sailed with the Great White Fleet, Battleship No. 10, was laid down in 1899 and given the name of the older battleship blown up at Havana the year before. The wreck of the old Maine was salvaged in 1912. She was never repaired; her ruined hulk was ceremoniously sent to the bottom in the Straits of Florida.

BB 25 was New Hampshire, last ship of the Connecticut (BB 18) class. She was commissioned in 1908 and served through World War I.

A list of all U. S. battleships which

were ever authorized or commissioned is an appendix to Volume I of the "Dictionary of American Naval Fighting Ships," compiled by the Naval History Division and for sale from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The Naval History Division can also provide bibliographies and other help in research.

We'd like to hear about any interesting tidbits of information that you and other readers find in your researches. As you can tell, we share your fascination with the history and traditions of the Navy.—Ed.



Here is BB 25, USS New Hampshire.



Armored cruiser New York.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss New Mexico (BB 40)**—The 13th annual reunion will be held 19 September in San Diego. Harry T. Thorsen, 2221 Wightman St., San Diego, Calif. 92104, has the details.

• **uss Patrick Henry (SSBN 599)**—A 10-year reunion will be held in New London 21-23 August. For information contact USS Patrick Henry Alumni Assoc., Box 660, Groton, Conn. 06340.

• **League of Naval Destroyermen**—Former members of Destroyer Division 34 and the destroyers *Murphy* (DD 603), *Butler* (DD 636), *Gherardi* (DD 637), *Herndon* (DD 638) and *Shubrick* (DD 639) will hold a reunion in Boston 6-9 August. Details are available from Wilbur L. Heard, R#1, Box 129, Jefferson, Ohio 44047.

• **uss Bennett (DD 473)**—A family vacation-style reunion will be held in Boston 6-9 August. Frank J. Hanratty, 41 Highland

St., Auburn, Mass. 01501, has the details.

• **Guam Medical**—Former members of Lion Six Medical Personnel and Base Hospital 18, Guam, who served during the period 1944-1945, will hold a reunion in New York City next October. For information contact Emanuel Ratner, 839 Lydia Lane, Westbury, N. Y. 11590.

• **uss Gleaves (DD 423)**—A 30th anniversary reunion will be held in Seekonk, Mass., on 25 July. John D. Bussey, 89 Catlin Ave., Rumford, R. I. 02916, has details.

• **uss Raymond (DE 341)**—Former crewmembers who served during World War II are invited to contact Tony Castelli, 10 Mantle Drive, Whitesboro, N. Y. 13492, for information with regard to a reunion next October.

• **River Patrol Force (TF 116)**—Former members of TF 116 will hold their third annual reunion picnic in the Norfolk, Va., area on 15 August. Contact YNC John C. Williams, USN, P. O. Box 5523, Virginia Beach, Va. 23455.

• **uss Medusa (AR 1)**—The 24th annual reunion and picnic will be held in San Pedro, Calif., on 16 August. Contact M. A. Moss, 3950 Gardenia Ave., Long Beach, Calif. 90807, for details.

## Disabled in the Fleet Reserve?

SIR: After a man is transferred to the Fleet Reserve, is he required to have a physical examination every four years? If so, and he is found to be partially disabled because of a non-service-connected accident, what happens to his status as a member of the Fleet Reserve?

Could he be separated with severance pay or would he be administratively transferred from the Fleet Reserve to the retired list?—WO R. H. E.

• **Fleet Reserve members** are currently required to have a physical every four years and, if they are found to be not physically qualified for duty, they are placed on the retired list but not separated. Their pay remains the same in such cases.—Ed.

## Salute Medal of Honor Winner?

SIR: I would like some information on enlisted Medal of Honor recipients. Do they rate a salute and should they be addressed as "Sir?"—YN2 R. E. S., USN.

• **Enlisted men who have earned the Medal of Honor** are frequently honored in different ways but the honors come from the heart and not the rule book.

The belief that armed forces regulations require a salute probably originated in news photos and movies which have shown the Medal of Honor being presented to an enlisted man who, after the ceremony and with the reviewing officers, returns the salute of troops as they pass in review.

To repeat, a man does not rate a

salute solely because he is a recipient of the Medal of Honor.—Ed.

## Too Many Stars

SIR: *Uniform Regulations* specifies that stars (worn in lieu of subsequent awards of the same medal or ribbon) should be worn in a horizontal row on the suspension ribbon of large and miniature medals.

What happens when the stars are so numerous that the ribbon won't accommodate them? This frequently happens when miniature medals are worn.—LT W. S. B., USNR.

• *Uniform Regs* also specifies that, if a larger number of attachments are authorized than can be placed in a horizontal line on the suspension ribbon, only those which can be properly placed shall be worn.—Ed.

## Where Do You Wear Wings?

SIR: Are officers who have earned both Combat Aircrew Wings and Naval Aviator Wings allowed to wear both? If so, what should be their position on the uniform?

I would also like to know the criteria for wearing stars on the Combat Aircrew Wings. —CDR A. R. Z., USNR.

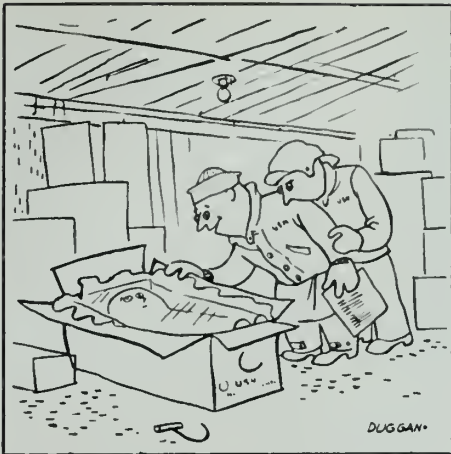
• **Yes, officers can wear both Aviation Wings and Combat Aircrew Wings** despite the fact that the latter were discontinued in 1957.

Inasmuch as the Aviator Insignia has precedence above all others (except the Astronaut Insignia), it should be worn centered immediately above your ribbons or medals. The Combat Aircrew Insignia should be worn centered below your ribbons or medals.

Battle stars on the Combat Aircrew Insignia were authorized for combat aircrewmembers who: Engaged enemy aircraft singly or in formation; engaged armed enemy vessels with bombs, torpedoes or machine guns; engaged in bombing or offensive operations against enemy fortified positions.

One star is authorized on the Combat Aircrew Wings for each separate action with a maximum of three stars permitted.—Ed.

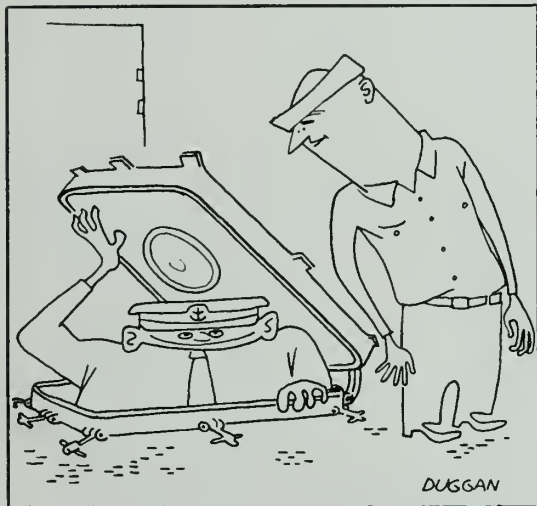




"Why if it isn't Honk Hamilton from the frozen food depot."



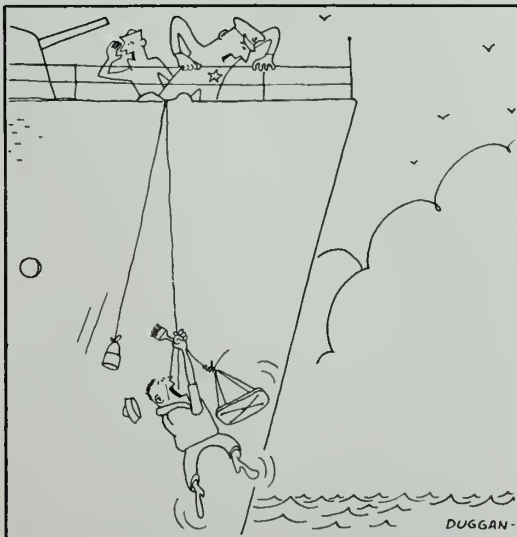
"See o jeep around here without o driver?"



"Yes, I just closed it, . . . why, Chief?"



"Gosh! What a catch!"



"Hong on, lad, help's coming—and for gosh sake don't drop that brush—it's the lost one we get from Supply!"



"Don't mention it, Chief—always glad to da cumshaw work for the MAA shack."

# TAFFRAIL TALK

**W**HEN BILL PIERSON, a 26-year-old Navy veteran, completed his tour of service, he decided to go back to college. And that is what he was doing a few weeks ago when he got his name in the papers.

According to reports in the nation's press, Bill was on the way to class at San Diego State College when he saw about 150 students participating in a demonstration on the college campus.

The demonstrating didn't bother him. But what he saw happening to the American flag did.

One group was trying to pull the flag down while another was pulling it back up. The flag was beginning to look like a yo-yo.

Bill Pierson made up his mind instantly. No one was going to show disrespect to the flag without cutting him down first.

So for three and a half hours he planted his 6-foot-3, 255-pound frame in front of the flagpole to protect it. He made a formidable obstacle. Bill has played center for San Diego State and has been drafted by the New York Jets.

Some of the demonstrators taunted him. They threatened to burn him, the school and the flag. Some put their faces right up to his and shouted to hell with God, the flag and the country.

"I was frightened," Bill says, "not physically, but by what they were saying."

"The one thing on their mind was the flag. They wanted it down. I told them it wasn't coming down while I was there."

Bill's wife Barbara heard what he was doing and became frightened for him. When his vigil ended, she cried, kissed him and told him how proud she was of him.

Hundreds of people agreed, and called, wrote or telegraphed Bill to tell him so, according to a report by one of the press services.

One telegram from a California lady said simply: "I've lost two sons in the Vietnam war. God bless you."

The former Navyman couldn't quite understand what all the fuss was about. "People are responding as if I did something courageous or uncommon," he said, "but to me it was a relatively simple thing to do."

The ghost of Barbara Frietchie, who came to the rescue of the flag a century ago, must be proud of Bill Pierson. We are.

★ ★ ★

Take several pounds of sand and wrap it in rags and a tough canvas cover with canvas handles. Find an area large enough to stretch a volleyball net across. Recruit players for each side and a game played by members of the Seventh Fleet Amphibious Force staff is ready to begin. It's called bean bag.

The game, they say, is fun, competitive and a means for good exercise while deployed with the flagship USS Eldorado (LCC 11). It is popular, as evidenced by the waiting list for the court that has been set up on El Dorado's topside deck.

Serving and scoring are patterned after volleyball, but bean bag otherwise seems to be a game of defensive strategy.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: HEADS UP** — Line handlers on board ocean escort USS Bronstein (DE 1037) work during highline transfer operations with destroyer USS James E. Kyes (DD 787).—Photo by PHC John W. Gorman, USN.



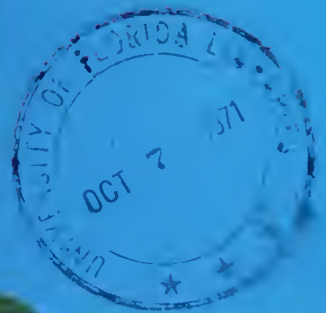




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# ALL HANDS

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VICE ADMIRAL CHARLES K. DUNCAN, USN  
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The Deputy Chief of Naval Personnel

CAPTAIN H. W. HALL, JR., USN  
Assistant Chief for Morale Services

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• **FRONT COVER: DOWN UNDER**—Navy scuba divers work underwater in Operation Sealab.

• **AT LEFT: HELO RECOVERY**—Mirror on the bridge of a Navy antisubmarine carrier reflects the reversed image of an SH-3A Sea King helicopter landing on deck.

—Photo by PH2 Thomas M. Putman, USN.

# "E" Awards



**E**VERY YEAR THE TOP SHIPS in the Fleet are singled out for Battle Efficiency "E" awards.

What makes a ship an award winner? It takes effective leadership and good morale, well-kept equipment and extra hours of hard work to form any winning team. If a ship sports an "E" on her bridge bulwark, it's because all hands turned to and made the little extra effort that means the difference between good and outstanding performance.

Whether cruiser or tug, every unit in the Fleet has the same ultimate mission: to maintain as high a degree of combat readiness as possible. The ships and air squadrons listed below are among those selected, by their type commanders, as most battle-ready during competitive cycles ending in 1969 and 1970. The names of other winners will be published as received.

Special mention should be made of:

- *USS Chipola* (AO 63), awarded a Gold "E" for five consecutive wins in the annual competition.

- Naval Mobile Construction Battalion 62, winner of the Peltier Award as the Fleet's top Seabee unit of 1969, as well as a Battle Efficiency "E".

In the following list, an asterisk indicates ships which have been deactivated or are scheduled for deactivation since the "E" awards were announced.

Here, now, are the winners:

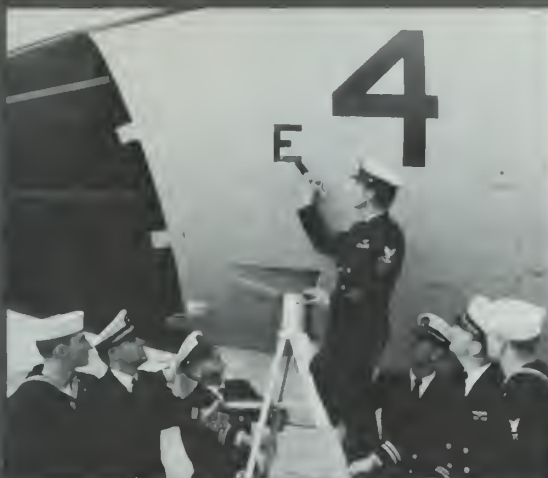
## Cruiser-Destroyer Force, Pacific

- \*New Jersey (BB 62)
- Piedmont (AD 17)
- Lynde McCormick (DDG 8)
- Robison (DDG 12)
- Berkeley (DDG 15)
- Decatur (DDG 31)
- Hamner (DD 718)
- James E. Kyes (DD 787)
- Eversole (DD 789)
- Shelton (DD 790)
- Dennis J. Buckley (DD 808)
- Carpenter (DD 825)
- Ozbourn (DD 846)
- \*Hissem (DER 400)
- Claud Jones (DE 1033)

## Cruiser-Destroyer Force, Atlantic

- \*Boston (CA 69)
- \*Wright (CC 2)
- Barney (DDG 6)
- Sellers (DDG 11)
- Conyngham (DDG 17)
- \*Waller (DD 466)
- \*Charles S. Sperry (DD 697)
- Hugh Purvis (DD 709)





Photos clockwise from top left: ComNavAirPac "E" plaque given to Attack Squadron 97. CO of USS Furse (DD 882) touches up ASW/Ops "A" on Asroc launcher. CO and XO of Hancock (CVA 19) decorate bridge bulwark. VP 48 CPO paints "E" on plane's nose. USS Chipola (AO 63) was Serv-Pac "E" winner. Crewmen of USS Carpenter (DD 825) display six owords, including blg "E." CPOs of VA 97 pose with CO and "E."

\*Lowry (DD 770)  
Willard Keith (DD 775)  
\*Massey (DD 778)  
\*Turner (DD 834)  
Power (DD 839)  
Furse (DD 882)  
O'Hare (DD 889)  
Richard L. Poge (DEG S)  
Julius A. Furer (DEG 6)  
Cromwell (DE 1014)  
Joseph K. Toussig (DE 1030)

#### Naval Air Force, Pacific Hancock (CVA 19)

\*Hornet (CVS 12)  
Air Squadrons—VF 142, .  
VF 191, VA 97, VA 165,  
VA 192, VAW 10,  
VAQ 134, VAW 116,  
VP 48, VS 33, HS 4

#### Naval Air Force, Atlantic Forrestal (CVA 59)

Wasp (CVS 18)  
Air Squadrons—VF 33,  
VA 75, VA 81, VA 105,  
VAW 123, VP 10, VP 16,  
VP 24, VS 32, HS 5,  
RVAN 1

#### Submarine Force, Pacific

\*Bream (SS 243)  
Sabalo (SS 302)  
Cottfish (SS 339)  
Razorback (SS 394)  
Tong (SS 563)  
Sorgo (SSN 583)  
Permit (SSN 594)  
Guordfish (SSN 612)  
Flosser (SSN 613)  
Haddock (SSN 621)  
Queenfish (SSN 651)  
Florikon (ASR 9)

#### Submarine Force, Atlantic

\*Soblefish (AGSS 303)  
\*Blenny (AGSS 324)  
Cobbler (SS 344)  
\*Tench (AGSS 417)  
Tirante (SS 420)  
Trutto (SS 421)  
Seo Leopard (SS 483)  
Dorfer (SS 576)  
Shark (SSN 591)  
Hodda (SSN 604)  
Greenling (SSN 614)  
Gato (SSN 615)

Sturgeon (SSN 637)  
Lapan (SSN 661)  
Dolphin (AGSS 555)  
Barracudo (SST 3)  
Orion (AS 18)  
Petrel (ASR 14)

#### Service Force, Pacific

\*Arlington (AGMR 2)  
Chipalo (AO 63)  
Cree (ATF 84)  
Current (ARS 22)  
Klondike (AR 22)  
Monotee (AO 58)  
Mars (AFS 1)  
Mouno Keo (AE 22)  
Mactobi (ATF 105)

#### \*Monmouth County (LST 1032)

\*Potopsc (AOG 1)  
\*Serrano (AGS 24)  
\*Sunnadin (ATA 197)  
Tutuilo (ARG 4)  
Vego (AF 59)

#### Service Force, Atlantic

Arcturus (AF 52)  
\*Belmont (AGTR 4)  
Cotowba (ATA 210)

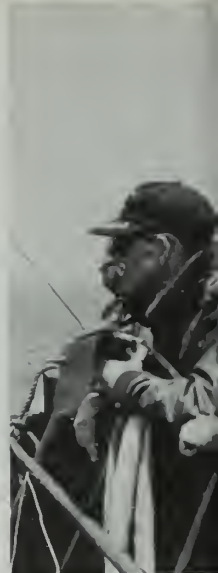
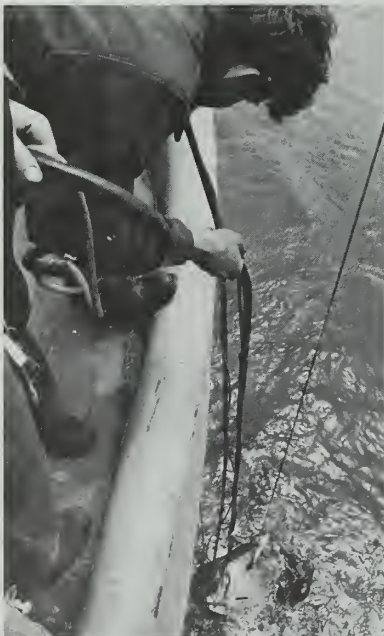
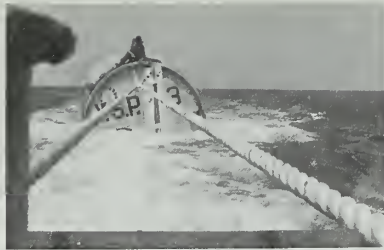
Chukowon (AO 100)  
Mobile Construction  
Battalion 62  
Mosopelea (ATF 158)  
Nantoholo (AO 60)  
Paiute (ATF 159)  
Powcotuck (AO 108)  
Preserver (ARS 8)  
Rigel (AF 58)  
Sylvonio (AFS 2)

#### Mine Force, Pacific Pivot (MSO 463) Prime (MSO 466)

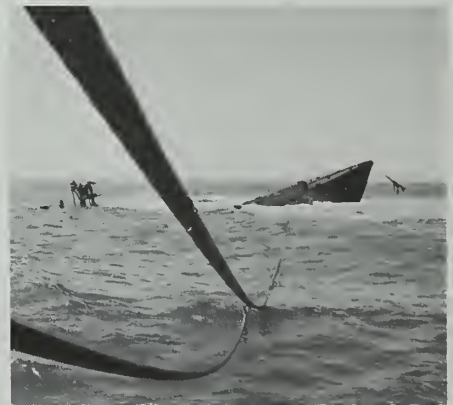
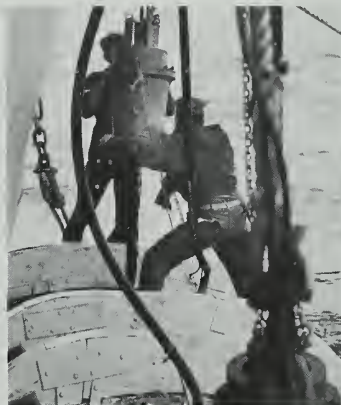
#### Mine Force, Atlantic Venture (MSO 496) Adroit (MSO 509)

#### Amphibious Force, Atlantic

Arneb (LKA 56)  
\*Copricornus (LKA 57)  
Dodge County (LST 722)  
Hermitoge (LSD 34)  
LCU 1625  
\*Mountroil (LPA 213)  
Mullphen (LKA 61)  
Raleigh (LPD 1)



Counterclackwise from above: (1) USS Hake (AGSS 256) is towed to the site of SUBSALVEX-69. (2) One of four submarine solvage pontoons being towed into position. (3) Divers prepre to go down to attach air hoses to solvage pontoons. (4) Air hoses leading out to the submerged submarine. (5) Divers prepre to inspect the position of the pantaans. Below left: A "flowerpot" clamped around a lifting wire enables the salvage pantaon to develop its lifting farce when the water in the pantaon is displaced by oir. Below right: With oir hoses attached, Hake surfaces. At bottom: Hoke rests on the surface offer final lift.







Watching as the sub is brought to the surface are Captain Bernard Peters, on-scene commander with walkie-talkie; LCDR Arnold F. Pyatt, Salvage Master, center; and Captain Wolfer D. Chadwick, Commander Service Squadron Eight.

# SANK SUB \* SALVAGED SAME

COMMANDER SERVICE FORCE, U. S. Atlantic Fleet, believes the best way to learn submarine salvage is by actually salvaging a submarine. But there was a slight problem: Where could a submarine in need of salvage be found?

Sunken subs are admittedly difficult to come by but, in 1968, ComServForLantFlt rescued the hull of former *uss Hake* (ACSS 256) from the scrap pile and, the following year, it was ready for Subsalvex-69. (Actually there were plans to make the exercise a yearly event but Subsalvex-70 had to be canceled).

*Hake* was sunk and raised, giving the Navy salvagers the best practice of that nature since the 1939 raising of *uss Squalus*. Here's how it happened:

The exercise was conducted in three phases — rescue, first lift and final lift. Its purpose was to provide practical experience to a cadre of men qualified in submarine salvage and more than 200 men from the Service Force participated.

*uss Petrel* (ASR 14) was on hand for the rescue phase while *uss Preserver* (ARS 8) and *uss Hoist* (ARS 40) were present for the salvage portion of the exercise. Men from Harbor Clearance Unit Two were aboard the Service Force diving barge (YRST 2) and Fleet Tug *uss Kiowa* (ATF 72) provided logistic support.

The exercise actually got underway when *uss Hoist* towed *Hake* to a site in the Chesapeake Bay about three miles off Cape Charles. The sub's ballast tanks were vented and the boat sank into 100 feet of water.

The next morning, rescue operations began. *Petrel* lowered a rescue chamber which would have brought *Hake's* crew to the surface, had one been on board. After the simulated evacuation of the submarine, two officers entered to inspect the interior.

Divers then passed heavy wire and chain lifting slings under *Hake's* bow and stern and attached four submarine salvage pontoons (two at each end).

When the pontoons were blown dry with compressed air, their buoyancy slowly moved *Hake* toward the surface.

The first lift raised the submarine 40 feet, at which point the upper or control pontoons surfaced. *Hake* was then towed into relatively shallow water and grounded at a keel depth of about 60 feet. The pontoons were again flooded and moved to a position alongside the sub in preparation for the final lift.

Two and one-half weeks after her sinking, *Hake* was back on the surface and under tow back to Norfolk where she was to await another rescue and salvage training exercise.

—Photos by PH2 Hal Stoelzle

\* ON PURPOSE, FOR TRAINING

# Newport...

## Naval Destroyer School

**T**HE NAVAL DESTROYER SCHOOL at Newport has been training prospective destroyermen for almost a decade.

Class number one—38 handpicked, highly motivated career officers—began in January 1962 at what had been an afloat engineering and LDO indoctrination school. The Destroyer School continued the enlisted engineering curriculum of its predecessor, but its new mission was broader—to provide the destroyer force with professionally qualified, experienced leadership.

To fulfill this goal, the school's officer curriculum provides training in the following areas:

- Prospective commanding officers and executive officers.

This is the newest program at the school; the first

class began last year. Future COs and XOs are briefed on current destroyer operations, equipment and capabilities, during a course of from one to four weeks.

- Prospective department heads.

Officers with these orders undergo an intensive, six-month course in weapons, operations, engineering and general line subjects. About 400 officers graduate from this program every year and are assigned to destroyers in the Atlantic and Pacific Fleets. Included in the curriculum is four weeks' practical experience aboard an Atlantic Fleet destroyer.

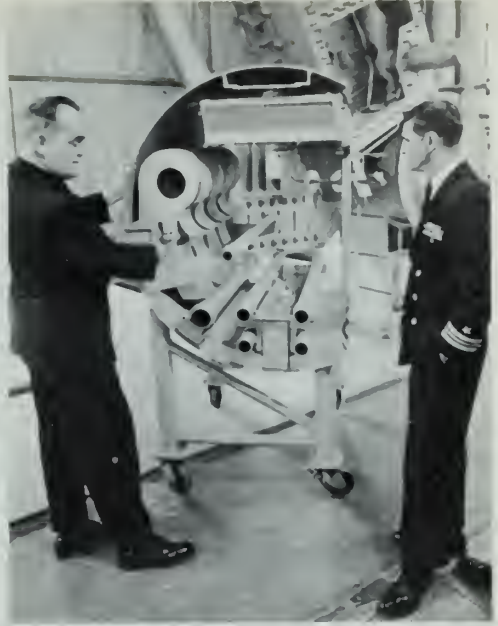
- Prospective chief engineers.

Future engineering officers whose ships have 1200-PSI (pounds per square inch) engineering plants remain at the school for an additional four weeks to

Naval Destroyer School, Newport, R. I.







Left: Classrooms for the department head course incorporate rheostat-controlled lights and individual safes. Above: In addition to containing actual engineering equipment, labs and classrooms also utilize mockups such as the steam drum shown here.

learn the intricacies of operating modern steam propulsion systems.

More than 2000 destroyermen, commissioned and enlisted, use the school's facilities every year.

**L**AST SPRING the Destroyer School moved into a new technical training building, which provides 17 classrooms, three automatic combustion control laboratories and a 300-seat auditorium that becomes three lecture halls when automatic sliding walls are closed.

The new building was dedicated "Weakley Hall" in honor of Vice Admiral Charles E. Weakley, USN (Ret), who was present at the ceremony last June. The Destroyer School was established largely through the efforts of Admiral Weakley, who thus became one of the few living persons to have a Navy building

named after him.

Back in 1960, Admiral Weakley, then Commander Destroyer Force Atlantic Fleet, proposed that a school for the training of destroyer department heads be set up. After the plan had been approved, it was Admiral Weakley's Destroyer Force that supplied officers and men, as well as a considerable portion of the initial funding, to make the school a reality.

The main address at the dedication ceremony was delivered by Admiral Arleigh A. Burke, USN (Ret). It was during Admiral Burke's tenure as Chief of Naval Operations that the idea of a destroyer school was approved. He was also the guest speaker for the school's first graduating class in 1962.

1968 groundbreaking ceremony, NAVDESCOL Technical Training Building Extension.



A portion of the Tech. Training auditorium that can be converted into three 100-seat lecture halls.



# INLAND

**T**HE ATLANTIC INTRACOASTAL WATERWAY, flowing from Maine to Florida, is a familiar sight to yachtsmen on the East Coast. Many prefer this inland water route to the unfamiliar hazards of the Atlantic Ocean. Canals and locks connecting natural lakes and rivers make the waterway a major route for small craft traveling north and south along the eastern seaboard.

Utility Landing Craft 1641 and 1643, attached to Assault Craft Unit Two at the Little Creek Naval Amphibious Base, recently took this course from Norfolk to Morehead City, N. C., where they were to meet the amphibious transport dock *uss Nashville* (LPD 13) and help debark vehicles and heavy equipment.

Narrow channels and twisting river bends, as well as numerous small pleasure boats, made constant attention to the helm a necessity. The unspoiled beauty of the Dismal Swamp frequently took second place to good navigation. An overnight anchorage near the Alligator River in North Carolina extended the trip down over a two-day period.

On the return trip, the 1641 was hailed by the cabin cruiser *Syntonic*. *Syntonic's* master was concerned that he might not have enough fuel to make the next supply station. Chief Boatswain's Mate O. L. Cothorn, officer in charge of the 1641, offered the services of his craft and crew of 10, towing *Syntonic* some 40 miles from the Alligator River to Coinjock, N. C.

"He appreciated the assistance," remarked Chief Cothorn. "I don't blame him. That's a hairy stretch of water with nothing but swamps and trees and a few swinging bridges."

The 1641 and 1643 returned to their berths at the Naval Amphibious Base, shallow water sailors perhaps, but none the worse for the experience.

The 135-foot Navy utility landing craft are among the largest boats using the Intracoastal Waterway. With a draft of only five and one-half feet under full ballast, the new craft are not only fast, but highly maneuverable, operating with ease in areas such as the Intracoastal Waterway.

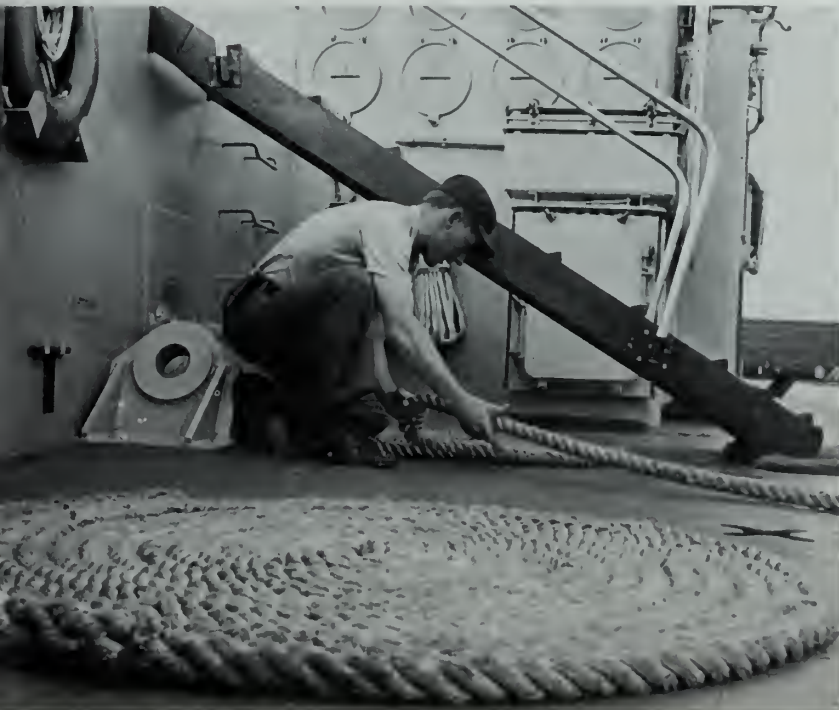
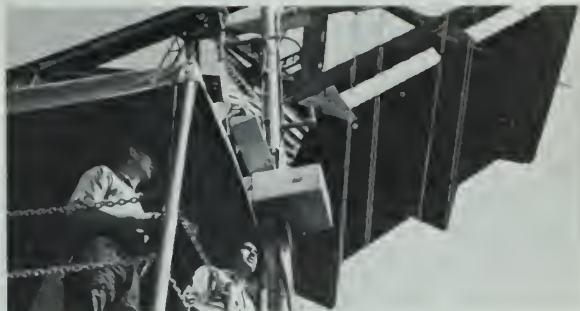
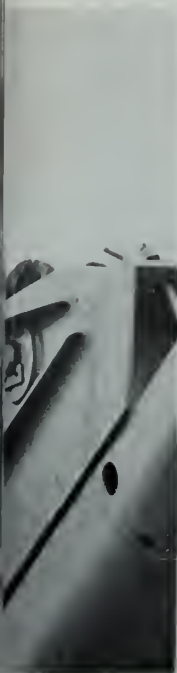
—Photos by JO2 Kirby Harrison



Photos clockwise from top left: LCU 1641 crewmen cost off bow lines. BMC O. L. Cothorn, LCU 1641 O-in-C, orders "all back." Landing craft passes under drawbridge. Sunbathers in Virginia watch LCU move south. CS2 G. E. Scott cooks for LCU 1641 crew. SN M. A. Taylor fokes down mooring line. Porthole of LCU 1641 pilothouse frames one of many swinging bridges on the waterway.



# ***WATERWAY***



# *The Artist* depicts **NAVAL HISTORY**



## **FIRST RECOGNITION OF THE STARS AND STRIPES 14 FEBRUARY 1778**

On this date during the American Revolutionary War, one of the first diplomatic successes of our infant Navy took place in Quiberon Bay, France, when the Continental Navy ship *Ranger*, John Paul Jones, Commanding, received the first officially accorded salute to the Stars and Stripes by French Admiral La Motte Piquet. Quick to recognize the significance of this event, Jones wrote: "I accepted his offer the more readily for after all it was a recognition of our independence." (Oil by Edward Moran, U. S. Naval Academy Museum)

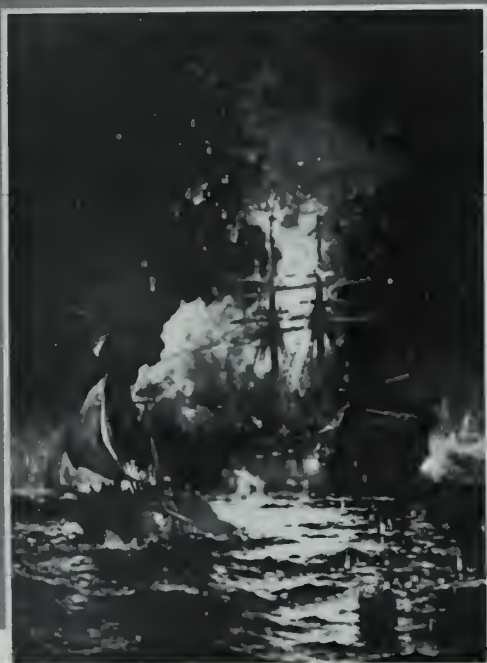




"Good discipline is considered by all who know anything of service as the vital part of a ship at war"

#### USS CONSTELLATION VS L'INSURGENTE 9 FEBRUARY 1799

The capture of the French frigate l'insurgente by Captain Thomas Truxtun was the most notable event of the quasi War with France. His well disciplined and well trained crew gained a masterful victory in this first battle test of the new frigates of our Navy. Constellation, our oldest warship afloat, can be visited in Baltimore, Md., where she was launched 7 September 1797. (Oil by John W. Schmidt, Department of the Navy)



"The most bold and daring act of the age"

#### BURNING OF THE FRIGATE PHILADELPHIA 16 FEBRUARY 1804

During the Barbary Wars, to deny the Tripolitan Corsairs the use of Philadelphia, which had run aground on an uncharted reef in Tripoli Harbor, Stephen Decatur and a crew of 84 volunteers in the ketch Intrepid succeeded in boarding and firing the ship after a furious hand-to-hand struggle while under fire from coastal batteries. British Admiral Lord Nelson, then operating in the Mediterranean during the Napoleonic world wars, admiringly called this "The most bold and daring act of the age." (Oil by Edward Moran, U. S. Naval Academy Museum)



Lieutenant  
1776

Midshipman  
1777

Seaman

Captain  
1776

Captain  
1777

#### CONTINENTAL NAVY—1776-1777

"If that fellow wants to fight, we won't disappoint him"

## USS CONSTITUTION VS HMS GUERRIERE

19 AUGUST 1812

Captain Isaac Hull, commanding Constitution in the first decisive naval action of the War of 1812, defeated Captain Dacres, Guerriere, in a savage ship duel which lasted but a half-hour. Completely dismantled, Guerriere became a helpless hulk, while Constitution in this engagement earned her nickname "Old Ironsides" when a British shot glanced ineffectively off her hull. With this victory, the United States Navy gained world prestige as skilled, tough fighters; the country was fired with fresh confidence and courage; and union among the States was greatly strengthened. Constitution still serves the nation in the Boston Naval Shipyard. (Oil by Thomas Birch, U. S. Naval Academy Museum)



UNITED STATES NAVAL OFFICERS AND SEAMEN,  
DRESS UNIFORMS, 1812-1815



"We have met the enemy and they are ours"

## THE BATTLE OF LAKE ERIE 10 SEPTEMBER 1813

Commodore Oliver Hazard Perry is shown transferring his flag from USS Lawrence to USS Niagara during the engagement of the British and American Squadrons on Lake Erie during the War of 1812. The longer-range guns of the British flagship HMS Detroit, succeeded in disabling every gun and shooting away Lawrence's sails. In Niagara, which had been held back by light wind, Perry cut through the British fleet, severely damaging and disorganizing the enemy. The smaller ships of the American fleet then joined in defeating the British. The victory, which saw the British military position along the North-west Frontier collapse, played a key role in retaining this area for the United States. (Oil by William H. Powell, United States Capital)





"From the first volley of one another, modern  
naval history must date its birth."

### MONITOR VS VIRGINIA (MERRIMACK) 9 MARCH 1862

#### U. S. NAVY, SERVICE DRESS, 1862-1863

Seaman                      Lieutenant                      Petty Officer



"We fought her until she would no longer swim—  
then we gave her to the waves."

In Center

### USS KEARSARGE VS CSS ALABAMA 19 JUNE 1864

Bald and skilled Captain Raphael Semmes in CSS Alabama had long been sought by the Union Navy because during the course of the Civil War he had taken some 60 prizes valued at close to \$6 million. Alabama reached Cherbourg, France, where Semmes hoped to obtain permission to have her overhauled, which was sadly needed after a long cruise. However, when USS Kearsarge, Captain John Wilson, commanding, appeared off the harbor, Semmes coaled ship and took up the challenge. After an hour of steaming in a circle while firing continually, Kearsarge's heavier and more accurate fire, better ammunition and conditions took their toll. Alabama went down by the stern. (Oil by Xanthus Smith, Franklin D. Roosevelt Library)



"Down the torpedoes, full speed ahead"

Above:

### BATTLE OF MOBILE BAY 5 AUGUST 1864

Exchanging shot at pointblank range with the Confederate flagship, CSS Tennessee, is Admiral David G. Farragut, shown in the rigging of his flagship, USS Hartford. After repeated ramming and incessant pounding by Union guns, her rudder chains and smokestack shot away, many of her gun ports smashed, the ship filling with water and smoke, Admiral Buchanan wounded, Tennessee surrendered. Denying the use of the port facilities of Mobile to the Confederacy, one of the last large ports open to Confederate blockade runners, was of immense value to the Union forces. (Oil by William H. Overend, Wadsworth Atheneum)

"Victory was the consummation of thorough preporations."

# **BATTLE OF SANTIAGO DE CUBA** **3 JULY 1898**

Admiral William Sampson had effectively blockaded Santiago Harbor until Spanish Admiral Cervera realized that his squadron would be destroyed if it remained in port. Therefore, he ordered his ships to run the blockade. The plan failed; all ships were captured. The blockade was re-instituted and finally the city capitulated. Sampson's fleet had thus established complete command of the sea and won liberty to choose freely any military objective in that theatre. (Oil by Alfonso Sanz, The Army and Navy Club of Washington.)



"You may fire when ready, Gridley."

# **BATTLE OF MANILA BAY** **1 MAY 1898**

Commodore George Dewey's order to Captain Charles V. Gridley, commanding officer of the flagship USS Olympia, opened the sea battle, which in one morning eliminated Spanish naval strength in the Pacific. In executing his orders to seek and destroy the Spanish Squadron, Dewey promptly and vigorously achieved his objective without loss of a single American life. He even captured the Spanish base containing supplies and repair facilities, which would be of immense value to him later when forced to carry on war operations so far from home. Olympia is memorialized in Philadelphia, Pa. (Oil by Alfonso Sanz, The Army and Navy Club of Washington.)



Boatswain's Mate 1st Class	Bandmaster Full Dress	Chief Master at Arms
Captain, Civil Engineer Corps Service Dress	Rear Admiral Special Full Dress	Commander

**UNITED STATES NAVY, 1898**





"Logistics is as vital to military success  
as daily bread is to daily work."

"We are ready now."

#### RETURN OF THE MAYFLOWER 4 MAY 1917

**A FAST CONVOY, WORLD WAR I**  
USS Allen (DD 66) escorts USS Leviathan (SP 1326) which is carrying United States troops to Europe through the U-boat-infested Atlantic. Convoys such as this carried close to 2 million men to Europe before the Armistice of November 1918. During the course of the war, Leviathan alone transported over 98,000 troops. On the effectiveness of the convoy system, British Captain Frothingham stated: "This was the naval operation which hurled a decisive military force against a victorious advancing enemy." (Oil by Burnell Poole, The Naval Historical Foundation)

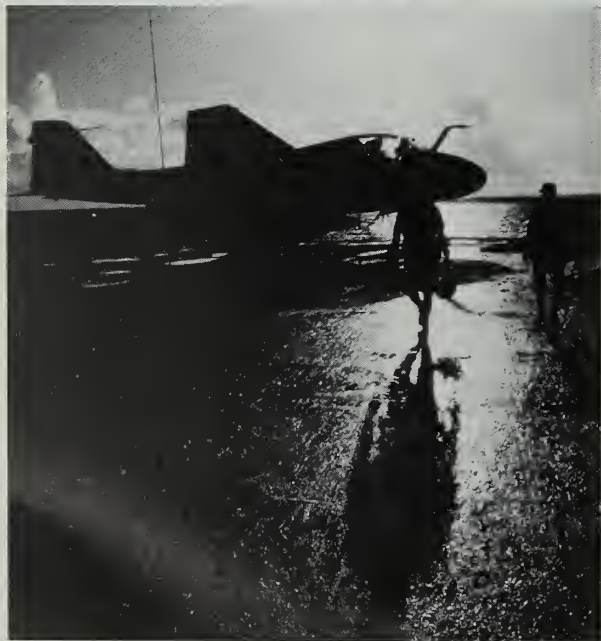
After a rough passage, the first United States destroyer division under Commander Joseph K. Taussig, reached Queenstown, Ireland, when America joined the Allies in World War I. When asked by British Vice Admiral, Sir Lewis Bayly, how long it would be before the division would be ready to deploy on antisubmarine patrol, Taussig replied, "We are ready now." Seen steaming in column are the flagship, USS Wadsworth (DD 60), USS Porter (DD 59), USS Davis (DD 65), USS Conyngham (DD 58), USS McDougal (DD 54), and USS Wainwright (DD 62). (Oil by Bernard Gribble, U. S. Naval Academy Museum)

IF YOU ARE INTERESTED IN OBTAINING FULL-COLOR  
ENLARGEMENTS OF THESE PAINTINGS, SEE PAGE 57



Pilot and navigator walk to their A-6A Intruder.

Moving wands spell out the wing spread signal.



**F**OR A NAVAL AIR squadron, an effective plane captain is more welcome than money in the bank for, in the long run, a squadron's operational readiness and safety record are largely in the hands of the men who care for the aircraft.

The men who pamper naval aircraft usually begin their careers at a training command soon after coming out of boot camp. At that time, their average age is 19; they are unrated and they have arrived at the naval air station knowing little, if anything, about planes of any kind.

But this lack of aviation savvy is quickly remedied. Believing that experience is the best teacher, the neophyte plane captains learn their job while on the job.

Under the direction of an experienced petty officer, the neophytes are ushered step by step through their daily procedures and learn what it means to supply



# PLANE CAPTAIN



Plane captain gives wing fold signal to a Navy pilot.

Navy planes with oil and fuel; to pre-flight and post-flight aircraft and to protect themselves from the many dangers that lie in wait for the unwary along the flight line.

**T**HERE CAN BE NO DOUBT that plane captains put in a full day both before and after they learn their jobs. At the Naval Air Station in Corpus Christi, Tex., for example, they operate in shifts, the first of which requires them to come to work at about 0300 and begin their pre-flight check list no later than 0400.

Flights leave the station at 0730, 1330 and 1900 to return three hours later.

The planes are supplied with fuel and oil and, after the trucks have gone, the plane captains begin their pre-flight procedures.

For this, each man uses a set of five-by-nine-inch

flight maintenance request cards that list the things which must be investigated before the aircraft can be certified as ready for flight.

With the propeller-driven training planes used at Corpus Christi, for example, there are nine cards, each of which lists about four items and enough sub-items to bring the total number of check points to well over 200.

The examination is both general and minute: Do the ailerons function properly? The elevators? The rudder? Is the plane's skin wrinkled? Are there any popped rivets?

Point by point, the plane captains move through the check list correcting, if possible, the deficiencies they see. Trouble which is beyond their capability to remedy is noted and referred, before takeoff, to a rated expert in electronics, radar, mechanics or in whatever other province the difficulty lies.

If all the points on the pre-flight maintenance request cards have passed the plane captain's inspection, he signs his part of a yellow maintenance sheet which is filed in a notebook available to the aviators.

By consulting the yellow sheets maintained for the plane he flies, an aviator can acquaint himself with his aircraft's idiosyncrasies before learning the hard way in the air.

By the time the pre-flight check procedures have been completed, the men who will fly the planes have finished their briefing and begin to reach the flight line.

**F**OR THOSE WHO HAVE experienced it for the first time, the noise and activity which accompany a plane launch from an aircraft carrier are almost beyond belief.

The situation is similar aboard a naval air station and verbal communications between the plane captain and the aviator are out of the question. Information passes between the two men by means of pantomime. When darkness obscures the view from the cockpit, the plane captain uses lighted wands.

Inside the aircraft, the Navy flyer checks the controls as the plane captain observes the results from the outside.

The plane captain plugs in the auxiliary power and the officer inside cranks the engine and joins the multi-decibel roar that rises from the parking area.

The plane captain then cautiously guides the aircraft about 100 yards from the mat area to a less crowded location.

There, with the help of two other plane captains who check the pins, the signal is given for the aircraft's wings to unfold and the captain cautiously puts the plane in a position from which it can safely move to the runway.

When all is done that can be done, the plane captain gives the officer inside a hand salute which the officer returns. With these final signals, both men indicate their readiness and the plane roars into the sky.

**T**HE PLANES ARE NOW in flight but, on the ground, the day's work is far from complete. During the



Above: Plane captains supervise maintenance and handling of props and jets at Norfolk, at Corpus Christi, and at sea aboard the attack carrier USS Ranger (CVA 61).

day at Corpus Christi, between 135 and 150 flights leave the runways. At night, the number usually dwindles to no more than 45.

Three hours after takeoff, when the aviators come home, the plane captains must also be on hand to run through the post-flight procedures, parking the planes and tying them down. Only then, is the day's work ended.

The plane captains at Corpus Christi, of course, don't remain there for their entire enlistment. Nor do they necessarily continue as plane captains after they leave.

When they move on to further training, the erstwhile Naval Air Station plane captains become electronics technicians, mechanics or members of any of the other aviation ratings.

Their new status, however, doesn't preclude their continuing elsewhere in their former jobs. When they go to sea, they find that Fleet aircraft need their tender loving care as much as those at the training command.

In an aircraft carrier, the plane captain has only one bird to care for and, literally speaking, his name is on it. The plane captain is, by now, a petty officer having skills which are in demand aboard the aircraft.

His duties are no longer confined to checking over just any plane, the captain now has *his* plane and he is the man who is solely responsible for its mechanical well-being.

He is a member of the crew and, as such, flies when the plane flies. He also is authorized to wear aircrewman wings and to collect flight pay.

**W**HETHER A PLANE CAPTAIN is ashore or afloat, he must be aware of the danger which surrounds him. "Look before you leap" is better than average ad-

vice when you are surrounded by whirling propellers, rotary wings and flaming jets.

Where safety is concerned, experienced petty officers spare no efforts in teaching the newcomer his job. From the moment the student plane captain hits the runways until the day his training ends, he is taught to protect himself from the planes.

Some safety training periods are more intense than others. There is one, for example, when the new man is constantly lectured on procedures to follow in case of engine fires. He is told the best way to avoid whirling propellers, rotary wings and flaming jets, and is instructed in safety procedures and given demonstrations on how to use fire bottles and install chocks without exposing himself unnecessarily to danger.

Observation is another step taken in the safety indoctrination. The new man is given an opportunity to observe experienced plane captains in action as they prepare the planes for flight and as they put the planes to bed.

For three weeks, the neophytes learn safety by seeing, hearing and doing. Nothing is left to the imagination — they are even taught the safe thing to wear while working (no hats or loose clothing).

After their safety training is completed, the students are given a test consisting of about 115 questions which they must pass before becoming full-fledged members of the club.

The plane captain fraternity is a proud one and its members have a right to their pride for they bear a large responsibility for naval aviation safety.

The men who fly the planes are proud of the captains, too. Together, the flyers and the plane captains make 100,000 accident-free flying hours a not-uncommon event for a squadron celebration.

—Story by Robert Neil

—Photos by PH3 Murry Judson, USNR.



# Henderson to the Rescue

**D**ARKNESS WAS FALLING in the Gulf of Tonkin. USS *Henderson* (DD 785) was settling into night routine, steaming slowly astern of USS *Constellation* (CVA 64), after a day of plane guard duty for the carrier. The seas appeared calm.

Flight operations were almost over for the day. On the destroyer's bridge, all was quiet except for a routine conversation between an inbound helicopter from Da Nang and *Constellation's* flight control, heard over the land launch circuit.

A lookout on *Henderson's* bridge watched the helicopter make its approach to the carrier, saw it hover—and then saw a splash. His cry shattered the silence: "Helo in the water!"

Seconds later, the officer of the deck, Lieutenant (jg) Philip J. Hughes, passed the word to set the recovery detail. Commander Robert A. Mesler, the captain, brought the destroyer into position to pick up survivors.

**W**ITHIN MINUTES, *Henderson* was on the scene. Her motor whaleboat was lowered and sped toward the wreckage. Its crew watched a grim scene.

The helicopter was still afloat—upside down, with a jagged hole showing where the tail section had broken off. Men were in the water around it.

On top of the rapidly sinking wreck, an airman was trying to keep a seriously injured, unconscious crewman afloat while the pilot gave mouth-to-mouth resuscitation.

Close by, another man clung to a floating box, unable to move because of back injuries.

Poisonous sea snakes appeared. *Henderson* gunners shot two of the snakes close to the survivors.

However, the rescue was made quickly. The two injured men and four others—all soaked with oil and water—were pulled from the sea and brought aboard the destroyer.

**T**HE MAN WHO HAD received mouth-to-mouth resuscitation was still unconscious. *Henderson's* corpsman administered oxygen and restored his breathing. Then both the injured, strapped into stretchers, were transferred to *Constellation* by helicopter.

Of the 11 men aboard the helicopter, 10 had been rescued—six by *Henderson*, two by a helo from the carrier, and two by USS *Cunningham* (DD 752). One remained missing.

CDR Mesler ordered the search continued. For five hours, using searchlights after night fell, *Henderson* crisscrossed the area. The man was finally presumed lost.

But some men had been saved who might have died—all because of the quick response of *Henderson* and other ships.

**T**HE PILOT of the crashed helicopter, Lieutenant (jg) Byron L. Dickman, praised *Henderson's* speedy action. "As soon as we surfaced after the crash," he said, "I noticed that the destroyer was already on the way. The recovery was accomplished quickly and skillfully in waters much rougher than they appeared."

CDR Mesler told his crew: "It is performances like the one shown today that make heroism a commonplace in the Navy. Every man performed to the best of his ability and the ship's quick response saved the lives of two seriously injured men. The entire crew has my thanks and appreciation for an outstanding job under difficult circumstances."

Then the captain summed it up:

"When the chips are down, sailors come through. They always have and they always will."

—Story by LTJG James C. Roberts, USNR.



Captain of USS *Henderson* (DD 785), left, shakes hands with pilot of helicopter. The other three men are members of helo crews. Left: USS *Henderson* (DD 785). Below: Downed helo and its crew in the water.



**F**ISHERMEN EMBARKED in the submarine rescue vessel *Coucal* (ASR 8) weren't interested in such piscatorial accomplishments as catching marlin or tuna. Actually, they were Navy divers out to hunt down the reef-eating Crown of Thorns starfish.

The Crown of Thorns feeds on living coral and leaves behind a path of destruction on which algae soon form thereby preventing new coral growth. The dead coral eventually breaks up, changing the area's fishing patterns and, indeed the entire ecology. This possibility had the state of Hawaii worried and the Navy's help was asked in eradicating the thousands of starfish which appeared bent on using the reef off Molokai for a breeding ground.

*Coucal* used her divers both for scouting and eradicating the starfish. The diver-scouts examined an area which extended seaward 760 yards from the infested reef in an attempt to find other concentrations of starfish.

Since only half a dozen of the coral eaters were

found, the scouts were hopeful that the reef might be the only infested area.

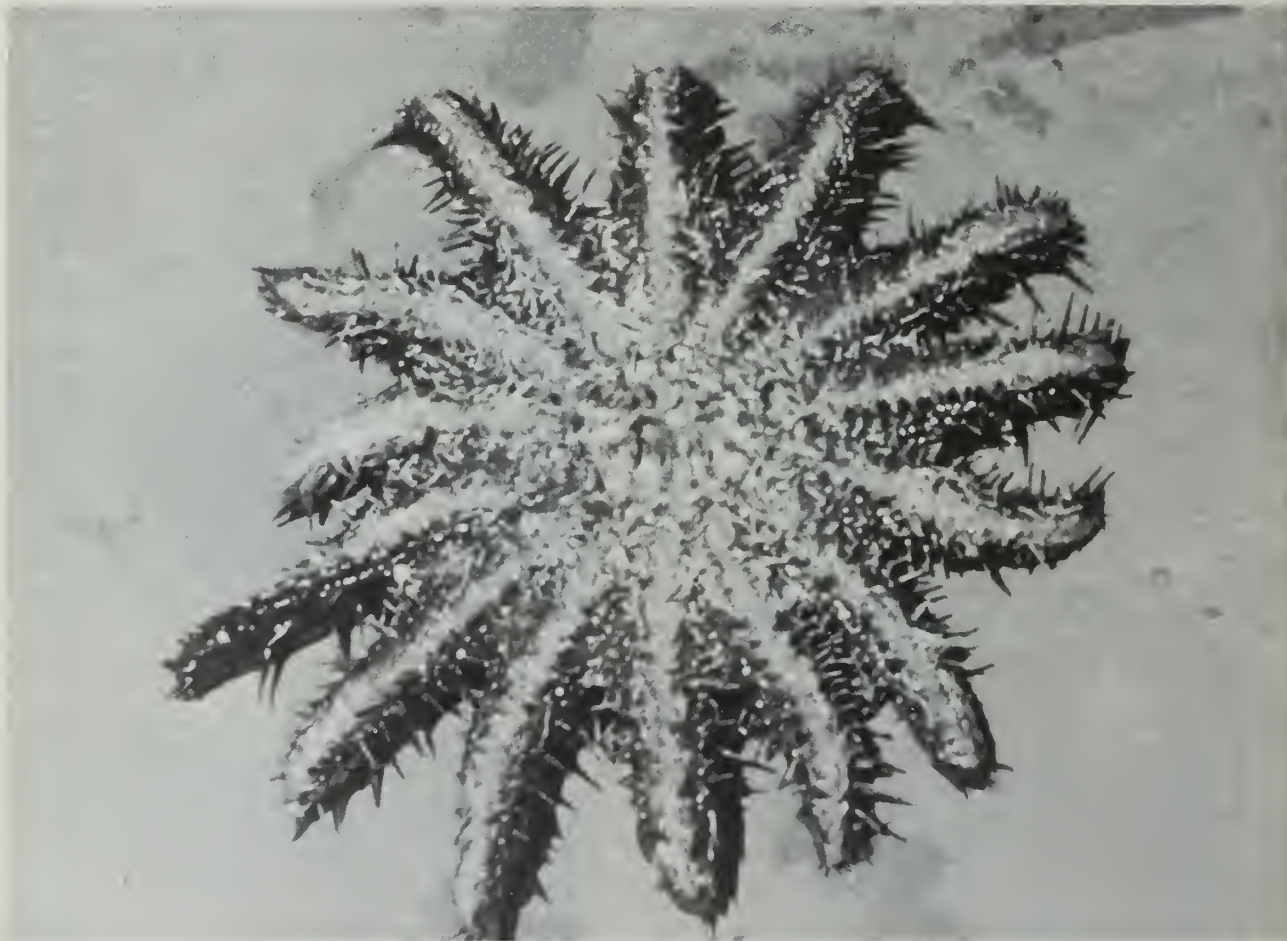
**T**HE DAILY ROUTINE of the divers involved a series of team transfers from *Coucal* to the sampan *Ola*. The divers worked in groups of four with two teams diving together.

Swimming along the sea bottom, the divers were faced with the problem of how to dispose of the starfish. If one is cut in half, each part regenerates itself leaving two where there had been only one before. Bringing the starfish ashore to die on the beach was ruled out as impractical.

The problem was solved when each diver carried two hot-water bottles filled with ammonium hydroxide and a syringe equipped with a spring loaded plunger which permitted automatic refilling from the hot-water bottles.

Using this equipment in a highly infested area, the divers could inject ammonium hydroxide into each

# Operation





starfish, killing as many as 400 during a 20-minute dive. When they had completed their work, the 15 volunteer divers had disposed of more than 10,000 of the coral-eating animals, thereby removing some of the dangers to Hawaii's reefs.

The Navy and the Crown of Thorns made news elsewhere in the Pacific, too. *USS Traverse County* (LST 1160) carried an expedition of scientists from the Smithsonian Institution to investigate corals in the Conteras and Secas Island groups off southwestern Panama.

One of the more important of the expedition's findings was the discovery of the Crown of Thorns starfish living along the shores of the island groups.

**T**HE SPECIES FOUND off Panama were related to those which were destroying the Australian Barrier and other reefs in the Central Pacific. They were the first to be recorded around Central America.

According to the expedition's findings, the Crown

of Thorns were numerous around Panama but the reefs which they infested apparently hadn't been adversely affected at that time.

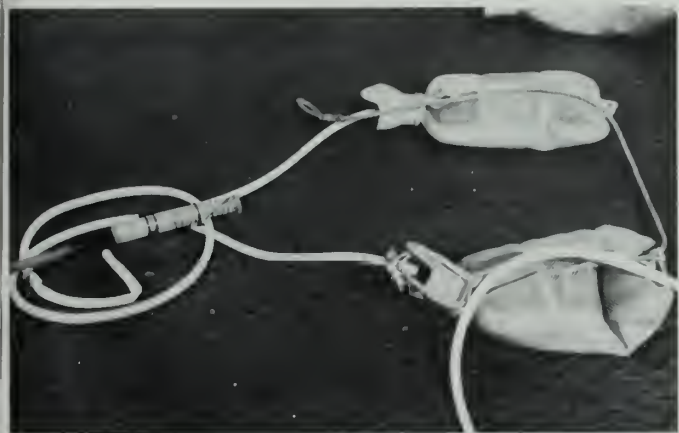
The prospects for Pacific coral reefs were not bright, however, despite the best efforts of the Navy's divers. One starfish can lay millions of eggs a year and a colony of starfish can migrate nearly one-half mile a week.

Until relatively recent times, the coral-eating Crown of Thorns has been kept in check by its natural enemy, the Triton, whose shell is highly prized by collectors. The popularity of the Triton's shell has left the Crown of Thorns unchecked to consume the coral barriers of the Pacific without natural interference.

—Photos by SA Peter Klonowski

Photo at left: Underside of a reef-eating Crown of Thorns. Top center: Starfish-killing apparatus. Dork rubber tube at left is removed to expose hypodermic needle. Bottom center: Divers board *sompan Olo* after leaving *USS Coucal* (ASR 8) to head for infested reef area. Right: Ammonium hydroxide injection kills starfish.

# Starfish



# Questions

*Must a change of duty request chit be forwarded to BuPers?*

*What are the chances for surface transportation to Europe under permanent change of station orders?*

*Why is there such a time lag before some selection board results finally are announced to the Fleet?*

**Q**UESTIONS SUCH AS THESE are asked hundreds of times each month in letters and telephone calls to the Bureau of Naval Personnel. Each is given a prompt, personal answer by the cognizant BuPers office, and those considered of general interest are selected by ALL HANDS to pass on to the Fleet.

Here are some of the queries and replies processed in recent months. Additional questions on these and other subjects, and the answers, will be published periodically.

## Rotation

**Q:** *What is the purpose of my Tour Completion Date?*

**A:** Your TCD is the planned point at which you are tentatively scheduled to rotate from a duty tour. The TCD is expressed by month and year and is assigned when you report to a new duty station, at sea or ashore. Specifically, a TCD:

- Indicates the approximate date of your next transfer.
- Signals the distributor when you are due for rotation.
- Helps to stabilize your command by providing a specific period during which you will be on board.
- Permits planned, equitable rotation of personnel between various types of duty.

**Q:** *Why are so many requests for extension of shore tours disapproved by the Bureau of Naval Personnel?*

**A:** Rating controllers are required to ensure equity and impartiality in individual assignments. In most cases, requests for shore tour extension are disapproved because to do otherwise would mean another man on sea duty would in effect have his sea tour extended for a like period until the shore billet finally becomes vacant. Of course, each request is carefully reviewed and consideration is given to any overriding special circumstances.

**Q:** *Is a man guaranteed his choice of duty after completing a tour in Vietnam?*

**A:** In general, assignments to specific home ports, types of ships and units, or specific areas of the United States or overseas may be requested, and if personnel requirements permit, every effort is made to honor such requests. However, there are no guarantees.

But there are certain reassignment benefits for men who complete Vietnam tours. These are discussed in BuPers Notice 1306 (26 Jun 1969) and include:

- Thirty days' leave upon completion of tour.
- Choice of coast for sea duty-eligible personnel. (However, if you request the Atlantic Fleet, you must have 16 months of obligated service.)
- Assignment to a ship or unit which is not scheduled for extended deployment within three months of your reporting date.
- Priority consideration for schools for which you are qualified, eligible and recommended.
- Priority consideration (after Seavey-eligible personnel) for assignment to preferred overseas shore duty.
- Priority assignment to shore duty for Seavey-eligible personnel.

The BuPers Notice also contains information on early separations, tour extensions and second tours in Vietnam.

Special reassignment procedures which apply to hospital corpsmen are contained in BuPers Notice





# and Answers

1306 (21 Feb 1970). Men who deploy to Vietnam with mobile construction battalions should refer to BuPers Notice 1306 (24 Nov 1969).

**Q:** *Are enlisted volunteers still needed for duty in Vietnam?*

**A:** Yes. BuPers Notice 1306 (14 Jan 1970) reemphasized the need for enlisted volunteers for both advisory duty and general duty, and for highly motivated petty officers for duty with the Naval Advisory Group. Although specific ratings are needed for both advisory and general duty, qualified personnel, regardless of rating, are encouraged to volunteer.

Due to increased requirements for men with previous experience as advisors or in riverine warfare operations, high caliber men in grades E-5 and above who currently serve in such a capacity, or who have completed RVN tours within the past three years and volunteer for a second tour, are eligible for the following benefits:

- Additional sea duty credit. The second RVN tour counts as two years for Seavey purposes.
- Rotation preference. Choice of home port with area choices guaranteed as follows: Atlantic Fleet — New England, Mid Atlantic, South East; Pacific Fleet — Southern California or Hawaii. If eligible for Seavey—naval district preference.

**Q:** *Can a designated Sole Surviving Son be ordered into a combat zone with his command?*

**A:** No. The BuPers Manual (article 1860100.12) exempts a man designated as a sole surviving son from being ordered into a combat zone. The commanding officer of a unit ordered into a combat zone should make an availability report on the sole surviving son to the appropriate distribution commander. If there isn't time to make an availability report, the CO should transfer the man to the nearest shore activity for temporary duty pending further assignment, and notify the Chief of Naval Personnel or cognizant EPDO by message.

**Q:** *How are duty preferences considered when men are assigned by the Chief of Naval Personnel?*

**A:** First, Navy requirements must be met. With this in mind, personal duty preferences are given maximum consideration by BuPers detailers.

In general, requirements from all sources are received in BuPers about the 20th of each month. De-

tailers then screen eligible personnel who are ready for assignment. Duty preferences, along with qualifications, are compared with the requirements which must be met. Thus, assignments are made on a priority basis, as follows:

- Billet and skill requirements.
- Individual qualifications.
- Length of time served at sea and ashore.
- Individual duty preferences.
- Other considerations.

**Q:** *Under what circumstances are commands required to forward special request chits to BuPers or other distribution authorities?*

**A:** A Navyman "shall be extended the privilege" of requesting transfer or assignment to a school or a particular type of duty. The Transfer Manual specifies that all requests submitted by an eligible man will be processed and forwarded to the cognizant distribution authority (BuPers, EPDO, etc.), even though the request may be endorsed unfavorably at the command level.

Requests by ineligible men should be processed within the command. The individual is informed of the reason he is ineligible for transfer, and is told that it would be inadvisable to forward the request from the command.



## Questions and Answers

If, after proper explanation of the reasons for his ineligibility, the man insists on having the request sent anyway, the request must be forwarded in a normal manner. A second request for reassignment should not be submitted until the command and the



man making the request have been notified of final action taken on the first request.

### Advancement/Promotion

**Q:** *I passed the August exam for Chief Machinist's Mate but was not advanced because of quota limitations. My final multiple was .75 less than the required minimum for advancement. In November, my ship was awarded the Navy Unit Commendation for service between 26 May and 25 August.*

*Am I entitled to the additional one point for the NUC in recomputing my final multiple?*

**A:** For purposes of eligibility for the additional one point toward your final multiple, you are considered to have earned the award as of the terminal date set forth in the citation, or 25 August. Since this date is after the date of the August examination, the award cannot be added to your final multiple. Had the terminal date been on or before the exam date, the award could be included in a request for recomputation of your final multiple.

**Q:** *Is there any way I can receive a waiver of time in grade in order to participate in the next exam for Quartermaster 2nd Class?*

**A:** The BuPers Manual and other publications require that you serve at least one year as a QM3 before you advance to QM2. The advancement system is based on Navywide competitive examinations and standardized eligibility requirements. This ensures

each man of an equal chance in the advancement competition.

Although you may be doing a good job and have demonstrated that you are qualified for advancement, it would be unfair to your shipmates if you were granted a waiver and they had to meet the eligibility requirements. Therefore, unless your previous advancements were delayed due to administrative error, a waiver cannot be granted.

**Q:** *May a petty officer 3rd who has been approved for reenlistment under the STAR program and guaranteed advancement because he had completed a class "B" or equivalent school be automatically advanced before he reenlists?*

**A:** No. In this situation, the individual should be advanced after his STAR reenlistment. (For details on the Selective Training and Reenlistment Program, see BuPers Inst. 1133.13 series.)

**Q:** *Why can't certain eligibility requirements such as age, time in service, etc., be waived for outstanding candidates for the Limited Duty Officer and Warrent Officer programs?*

**A:** Both programs are administered under laws which require that regulations be prescribed by the Secretary of the Navy. Once such regulations are approved, they become part of the law. Short of changing the law or the regulations, waivers cannot be granted.

But in the event the law or regulations are changed, the changes must affect the entire Navy and not one individual.

**Q:** *If I accept a promotion to a higher grade, will I incur any active duty obligation which would defer my resignation?*

**A:** No. Active duty obligation incurred as a result





of promotion applies only to retirement, not to release from active duty, resignation or discharge.

**Q:** *Who approves the selections of officers for promotion?*

**A:** The President approves nominations of officers for flag grade and transmits the names to the Senate for confirmation. The Secretary of the Navy approves those for Captain and below, and transmits the names of Regular Navy officers to the Senate for confirmation.

**Q:** *Why does it take so long before a temporary warrant officer, who has been notified of his selection for permanent appointment, receives the actual appointment papers which are to be tendered by his commanding officer?*

**A:** Although recommendations of the annual Permanent Warrant Officer Selection Board have been approved by the Secretary of the Navy, the law requires that such appointments be with the advice and consent of the Senate. Appointments cannot be mailed for tendering until all the necessary action has been completed.

**Q:** *What are the criteria for SPOT promotions?*

**A:** A summary of those contained in SecNavInst 1421.3 series on the subject follows:

- Be an unrestricted line officer and have served for at least three months in a qualifying billet at sea or in a one-year unaccompanied tour.
- Have served one year in grade LTJG, two years in grade LT, or three years in grade LCDR.
- Have at least one year remaining in the qualifying billet, unless in a one-year unaccompanied tour or on a selection list for the higher grade.
- Be recommended by your commanding officer.

**Q:** *How is the date of rank determined for an officer selected for LT under the Officer Personnel Act?*

**A:** A suspension of OPA time in grade requirements now permits promotion of officers selected for LT after they have completed three years' commissioned service. The promotion is effected on the first day of the month following the month that three years of commissioned service is completed. The service is computed from the date of rank as ensign.

**Q:** *What effect does a SPOT promotion have on lineal position and eligibility for the next higher grade?*

**A:** No effect under the normal promotion statutes of the Officer Personnel Act of 1947. Accordingly, it does not affect an officer's position on the lineal list nor does it count in determining his eligibility for selection to the next higher grade.

**Q:** *How is the date of promotion determined for Medical Corps officers?*

**A:** Promotion is made upon completion of either a prescribed number of years of professional training and experience, or years of active duty in grade.

### Boards

**Q:** *What is the reason for the delay between the time an administrative board adjourns and the time the results are made available to the Fleet? I'm thinking of boards such as Augmentation Selection, Restricted Line Transfer and Line/Staff Transfer.*

**A:** Members of the above boards are appointed by the Secretary of the Navy for the purpose of considering all eligible applicants and recommending those who are best qualified for appointment or redesignation, as the case may be, in the Regular Navy. After the board adjourns the record of proceedings is forwarded to the Secretary of the Navy via (1) the Chief of Naval Personnel for recommendation, (2)



the Judge Advocate General for review as to legality and (3) the Chief of Naval Operations. Only after the record of proceedings is finally approved can the contents be divulged.

### Allowances

**Q:** *When is a basic allowance for quarters authorized to be paid to bachelor enlisted men?*

**A:** BAQ is authorized to single enlisted men on shore duty in all grades if adequate accommodations are not available, and the men are not required to reside on board because of military necessity. The base or installation commander decides which quarters, if any, are adequate and available for assignment, but some requirements for adequacy as stated in OpNavInst. 11012.2A are as follows:

- Men in grades E-7, E-8 and E-9 should have a

## Questions and Answers

private sleeping/living room with not less than 200 square feet of gross living area.

- For grades E-5 and E-6, there should be a minimum of 72 square feet net sleeping area. Navy practice is to not involuntarily assign an E-5 or E-6 to accommodations which must be shared by more than one other person.

- Men in grades E-1 through E-4 should have at least 72 square feet net sleeping area. In practice, the area provided may be a room, in a dormitory, or a cubicle formed by a partial partition.

Chapter 2 of the allowances section, DOD Military Pay and Allowances Entitlements Manual, contains information for men in special situations and lists the amounts of BAQ authorized for various pay grades.

**Q:** Are men who serve as "Stationkeepers/Recruiters" at Reserve training centers entitled to the special clothing allowance and superior performance pay that is awarded to regular recruiters?

**A:** Yes and no. Enlisted personnel on temporary active duty as recruiters at Naval Reserve training centers are not entitled to special clothing allowance or recruiting superior performance pay. Recruiters assigned to Navy recruiting stations and members of Naval Aviation information teams and others assigned to recruiting duty at a Naval Air Reserve activity



may draw a one-time supplementary clothing monetary allowance upon reporting for recruiting duty. Only recruiters at Navy recruiting stations draw superior performance pay which is a form of proficiency pay.

**Q:** On a recent permanent change of station, my wife and two of my children, ages 12 and 14, accom-

panied me via privately owned vehicle and I was reimbursed for their travel for the maximum allowance of 18 cents per mile. My 18-year-old son who remained in the area of my old duty station will join us in the near future. Can I obtain a Transportation Request for his travel?

**A:** Yes. If you are entitled to transportation for your dependents, you may be furnished transportation in kind through issue of a transportation request for all eligible dependents regardless of number. You also may be reimbursed for other eligible dependents' travel performed at your own expense, not to exceed the maximum allowance of 18 cents per mile, without reference to the value of the transportation in kind.

**Q:** I recently reported to an air station under permanent change of station orders. My wife is also in the Navy and also served at my last duty station. When she is discharged in about a month, will the Navy pay for her travel to my new duty station as "incidental to my PCS?"

**A:** No. Transportation is not authorized at government expense when the dependent was a member of the uniformed services on active duty on the effective date of her husband's permanent change of station orders.

**Q:** I have received permanent change of station orders from Washington, D. C., to a ship with a home port at San Diego. I plan to leave my dependents in Chicago and then have them join me in San Diego after I have found suitable housing. Can I obtain a Transportation Request for their travel by air from Chicago to San Diego, and then claim reimbursement for their travel at my expense from Washington to Chicago?

**A:** Yes. In the settlement of your claim, you will be reimbursed on a monetary allowance basis computed on the distance from Washington to San Diego (2618 miles), less the distance from Chicago to San Diego (2059 miles) for which transportation is furnished.

**Q:** Is surface transportation to Europe available for men and dependents under permanent change of station orders?

**A:** No. Last year the American Export Isbrandsten Lines, which operated between the United States and the Mediterranean area, removed ss *Constitution*, ss *Atlantic*, and ss *Independence* from all passenger service. Also, the United States Lines canceled operation of the ss *United States* on the North Atlantic route. This was the last U.S. flag passenger ship operating between the U.S. and Europe.

And foreign flag ships may be used only under unusual circumstances. The Merchant Marine Act of 1936, as amended, and Joint Travel Regulations provide that, where available, ships or aircraft registered under the laws of the United States will be used for



all travel and transportation outside the continental U. S. Exceptions are authorized only when supported by a medical officer's certificate that an individual cannot travel by air for reasons of health.

Therefore, you should assume that your PCS move to Europe will be by air.

**Q:** *I am under PCS orders to a ship homeported at Mayport, Fla., but the ship is deployed to the Mediterranean. I have 30 days' leave en route which I intend to spend in Spain, where my brother resides. May my wife accompany me to Spain on a space available basis via the Military Airlift Command?*

**A:** No. The privilege of traveling space available on board MAC aircraft does not apply when you travel in a leave status in connection with PCS orders, temporary duty orders, or temporary additional duty orders. The privilege is intended only for a visit to an overseas area, or to the continental U. S., on a round-trip basis with the sponsor when traveling in an



ordinary leave status. OpNavInst. 4630.12 series sets forth the categories of passengers who may be provided transportation as channel traffic on a space available basis in MAC aircraft.

**Q:** *What are the rules concerning my entitlement to dependents' travel and shipment of household goods when I am ordered to an area outside the continental U. S. to which dependents' travel is restricted?*

**A:** In general, if you are in grade E-5 or above, or grade E-4 and have more than four years of service on the effective date of your PCS, the Navy will pay your moving expenses.

Commencing 1 July 1970, E-4's with less than four but more than two years' service who have committed

themselves to serve on active duty for a total of six years will also be eligible for these entitlements.

If your PCS is from a place within CONUS to a place outside CONUS where your dependents are prohibited, the Navy will pay for your dependents' travel and the shipment of your household goods from their location when you received the orders to any other place in the United States. However, the cost may not exceed the distance from your last permanent duty station to the designated place.

Instead of moving your family and household goods to another place in the continental U. S., you may move them to Puerto Rico, Alaska, Hawaii or any territory or possession of the U. S., provided you have the approval of the Chief of Naval Personnel. If approval is not granted, or if travel is contemplated to any other place outside CONUS, your entitlement will be limited to the point of actual departure from the U. S.

If your PCS is from a place outside CONUS and your dependents reside outside CONUS when you receive the orders to a restricted area, you may move your dependents and household goods to any place in the U. S. or to any location outside CONUS where dependents' travel is permitted. Should you designate another point outside CONUS, you would need advance approval of the Chief of Naval Personnel.

If you contemplate moving your dependents outside CONUS, you should consider the expenses involved. As a rule, government housing is not available and civilian rentals are expensive and scarce. Exchange and commissary privileges may not be available, or may be severely limited.

### Training/Education

**Q:** *What is the opportunity for diesel-trained submarine officers to serve on nuclear-powered submarines?*

**A:** There is a good opportunity for diesel-trained of-



## Questions and Answers

ficers who wish to serve as navigators or weapons officers on board SSBNs after *Polaris* training at the Guided Missile Schools, Dam Neck, Va. At this writing, there are 113 diesel-qualified submarine officers who serve on board the *Polaris*/*Poseidon* submarines.

**Q:** *When is the best time to submit applications for Presidential nominations for the Naval Academy class which enters Annapolis in 1971?*

**A:** Applications may be submitted to the Chief of Naval Personnel any time between July 1970 and 31 Jan 1971.

**Q:** *Would you give me a brief description of NESEP, and how one goes about applying?*

**A:** The Navy Enlisted Scientific Education Program is a college training program in Engineering and Science for outstanding petty officers on active duty. NESEP leads to appointment to commissioned grade and a career as an unrestricted line officer of the Regular Navy.

Each applicant for NESEP must complete and submit a NESEP Application, NavPers 1110/122, with accompanying documents outlined in BuPers Inst. 1510.69 series to reach the Chief of Naval Personnel no later than 1 October of the year preceding the academic year for which the application is made. (ALL HANDS, December 1967, described NESEP in detail.)

**Q:** *How many days of Project Transition services are men assigned to deployed Fleet, Fleet aviation, mobile units, and overseas shore activities, entitled to receive in CONUS?*

**A:** Ten days. Men in these categories are transferred to arrive at the Transition site nearest the point of

entry in CONUS 10 days before the date their active obligated service expires. The 10 days are not in addition to the normal seven days' processing time required under article 3810260, BuPers Manual, but normal travel time allowed to the place of separation is to be added to the 10-day period. (ALL HANDS, May 1970, has a roundup on Project Transition.)

**Q:** *How can I become a Navy diver?*

**A:** The first step is to volunteer for the Navy Diver Program and to be recommended by your commanding officer. You may volunteer for the training if you are a designated striker or a PO1, PO2, or PO3 in one of these ratings: BM, GM, TM, MM, EN, MR, SF, DC, EM, SW, BU, CE, EO, CM, UT, EA and IC.

Waivers of rating or striker designation are currently being granted, if your present skills can be used aboard ships with diver allowances and if your rating is not undermanned.

When preparing your application, use the following checklist to be sure that all requirements are met, and these must be certified on your application:

- Minimum combined ARI/MECH aptitude score of 105. (If you do not meet this requirement, but are highly motivated and qualified in all other respects, you may request a waiver.)
- Physically qualified in accordance with article 15-30, Manual of the Medical Department.
- A qualified swimmer first class in accordance with article 6610120, BuPers Manual.
- Psychologically adapted to diving as determined by a qualified Medical/Diving officer.
- Interviewed by a designated diving officer to determine your aptitude and motivation for diving duty.
- Completed test dive in deep-sea diving suit.

When accepted, candidates are assigned to training at Diver Second Class School, San Diego or Norfolk. Graduates are designated with NEC 5343 (Diver Second Class) and assigned to stations with appropriate diver billets.

**Q:** *If I receive assistance under the tuition aid program, may I apply for Veterans Administration assistance for the same course?*

**A:** No. The VA educational allowance is not payable for course fees already partially paid under the Navy Tuition Assistance Program. However, you are authorized to pursue one course under the Tuition Assistance Program, and some other course, if eligible, under the VA educational assistance program.

**Q:** *How do I go about applying for foreign language training? Can I receive language training as a reenlistment incentive?*

**A:** BuPers Inst. 1520.93 series contains the application procedures, but you should note that the Navy only trains personnel against specific billet require-





ments. Selection criteria for assignment to a foreign language billet include specific military qualifications as well as high aptitude for foreign language. Enlisted men are encouraged to apply for foreign language training, but such training as a reenlistment incentive cannot be guaranteed.

**Q:** *How can I receive instructor training in small arms?*

**A:** If you're an AO or GM in grade E-5 or above you can qualify as a Small Arms Marksmanship Instructor by attending the appropriate four-week course conducted at NTC San Diego. Classes commence monthly except June and December. Quotas may be requested, via channels, from the Commanding Officer, Naval Administrative Command, NTC San Diego, Calif. 92133.

**Q:** *Can I be issued a transcript of Nuclear Power School courses in order to apply for college credit?*

**A:** There are no provisions to make information available concerning curricula or individual courses taught at Nuclear Power schools. Upon request, BUPers (Pers-C113) will certify that you did attend Nuclear Power School.

**Q:** *I understand that Submarine School is offering a five-week course for officers. Which officers are eligible to attend?*

**A:** Officer volunteers for submarine duty who will be assigned to nuclear submarines. After a tour of sea duty, aboard a submarine, only these officers return to Submarine School for additional advanced training.

**Q:** *How are the educational programs planned for individual students in the Associate Degree Completion Program (ADCOP)?*

**A:** Planning a student's program is a joint enterprise of the student, the counseling staff of the college and the student's commanding officer. The objective is a program properly matched to the background and capabilities of the student, one that is closely related to his rating, and one which serves to improve his professional proficiency.

And since the Navy has a general requirement to provide training that will tend to increase leadership, supervisory and management capabilities, each student's program, when possible, includes a course from one or more of the following areas:

- Principles of organization and management.
- Principles of effective supervision.
- Principles of human relations in productive enterprise
- Principles of production and quality control.

**Q:** *Are men in receipt of authorization for transfer*

*to the Fleet Reserve eligible for training under Project Transition?*

**A:** Yes—any time during the six-month period before the date of transfer to the Fleet Reserve, you may participate in Transition through the facilities of your parent command or any other facilities available in the local area. However, no one who is transferring to the Fleet Reserve may be transferred to arrive at a Transition site more than 10 days before the date of release from active duty. Men in deployed Fleet, Fleet Aviation, Mobile Units or overseas commands may receive counseling and job referral services at a Transition site during the last 10 days before transferring to the Fleet Reserve. Men assigned to shore activities within the continental U. S. may not be transferred to a Transition site, but may, with the permission of the cognizant commanding officers, avail themselves of available services (at the command or within a 50-mile radius) up to six months before the date of transfer to the Fleet Reserve.

**Q:** *If an officer wishes to attend a service college, should he address a letter request to the Bureau of Naval Personnel?*

**A:** A letter request is neither required nor desired. A selection board decides who will attend a service college, and the sole selection criterion is performance reflected in fitness reports.

Each year group is screened during its ninth year of service, for possible attendance during the 10th or 16th year for a junior service college. Each year group is again screened during its 15th and 20th years for possible attendance during the 16th through 25th years of service. However, owing to other factors, selection by the board does not mean an individual will necessarily attend.



## Questions and Answers

The Officer Preference and Personal Information Card is the preferred means for indicating a particular location for attending a service college such as the Naval War College at Newport, the Armed Forces Staff College at Norfolk, or any of various other military service colleges which have quotas for naval officers.

### Training Publications

**Q:** Where are rate training manuals stocked?

**A:** At the Naval Publications and Forms Center, Philadelphia, Pa. 19120. Copies may be obtained through channels by filling out DD Form 1348, following the instructions contained in NavSup Publication 2002.

**Q:** How are rate training manuals distributed?

**A:** New and revised training manuals are distributed by the Chief of Naval Personnel to all commands which have an allowance on board for that particular rate. For example, the EM 1 & C manual is distributed to commands which have EMs 2 & 1 on board—usually on the basis of one copy for each. Packaging and mailing is handled by the Naval Publications and Forms Center, Philadelphia.

**Q:** May I purchase personal copies of rate training manuals?

**A:** Yes. Certain training manuals are available for purchase from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. You may write to GPO for a copy of the free Price List 63 which contains all the necessary information on purchase.

**Q:** May I obtain personal copies of the Naval Training Bulletin?

**A:** Yes. Individual copies of this quarterly publication are available from the Superintendent of Documents (see address above) at a cost of 25 cents per copy; a one-year subscription is \$1. The free Price List 63 has details on ordering.

**Q:** When I order a publication that has changes, is it necessary to order the individual changes as well?

**A:** No. Changes to publications are issued automatically with the basic publication.

**Q:** How do we get on the distribution list for sound/slide programs?

**A:** The catalog NavPers 301551-4 lists synchronized sound/slide programs produced and distributed by the Bureau of Naval Personnel. Most of the programs listed (and many scheduled for future production) are automatically distributed to designated combat ships by the Naval Training Aids Center, San Francisco. Programs which are not received automatically may be requested either on loan or for re-

tention. Requests should include the program number and title, specific training to be supported, and date required. Requests should be submitted to the Director, Naval Training Aids Center, Bldg. 62, Treasure Island, San Francisco, Calif. 94130.

### E-8/E-9 Signature Authority

**Q:** Please discuss the broader authority that senior and master chief petty officers have, such as signing certain paperwork "by direction."

**A:** Commanding officers may delegate "by direction" signature authority to senior and master chief petty officers for the purpose of signing service record entries, discharge certificates, separation forms and enlisted orders written in the field. BuPers Notice 5210 of 15 Jan 1970 adds that E-8s and E-9s also may be authorized to initial facsimile signature stamps and to sign leave papers, liberty passes and identification cards as issuing or authorizing officer.

The "by direction" signature authority may not be granted to senior and master chiefs to account for



public funds, administer oaths of enlistment, sign orders to officers or sign correspondence.

Administratively, E-8 and E-9 chiefs may process advancement in rating exams for men in grades E-6 and below, and may be given certain collateral duties normally assigned to junior officers. These duties may include: Education Service Advisor; Civil Readjustment Advisor; Lay Leader; Library Advisor; Safe Driving Advisor; Athletic Advisor; Benefits and Insurance Advisor; Savings Bond Advisor; Career Counselor and Project Transition Advisor.

### Credit Unions

**Q:** What is the purpose of federal credit unions? How can they benefit Navy personnel?



**A:** Federal credit unions were established to provide low-cost credit, a means of savings, and counseling in financial matters, to all military personnel and Department of Defense employees. To further the policies of DOD with regard to credit unions, the Navy requires defense-oriented credit unions at naval installations to provide full credit union services to all Navymen, afloat and ashore. Credit unions are operated by active duty and retired military personnel and Department of Defense employees.

Credit unions are recognized as cooperative associations created to stimulate savings and provide a source of low-cost credit for provident and productive purposes.

Navymen in locations remote from large naval concentrations often may use credit union services which primarily serve other branches of the armed forces.

### Hardship Discharge

**Q:** Under what conditions may a Navyman receive a dependency or hardship discharge?

**A:** The Chief of Naval Personnel may authorize enlisted personnel to be discharged or released to inactive duty at their request when it is determined that an "undue and genuine hardship" exists. The hardship must be of a permanent nature and the conditions must have been aggravated since the man came into the Navy.

Also, it must be determined (in accordance with article 3850240, BuPers Manual) that release from active duty will result in elimination of the hardship, or will materially alleviate the condition, and that there is no other means of resolving the situation. In other words, a hardship discharge should be considered a last resort.

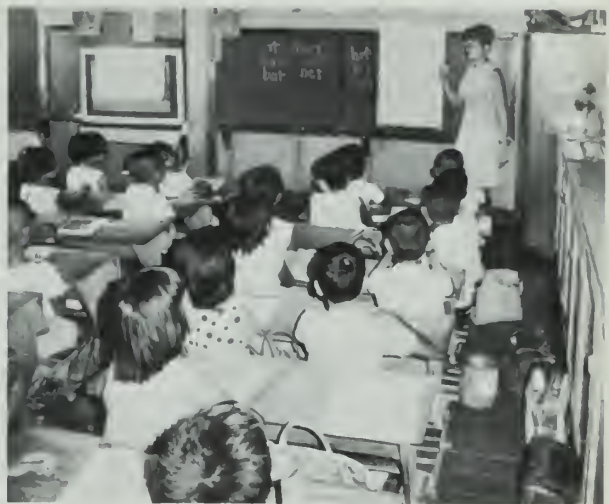
Dependency or hardship discharges are not authorized solely for business or financial reasons; for indebtedness; for personal convenience; because of mental or physical condition; or to those confined or charged with a crime.

Further, "undue hardship" does not necessarily exist because of a change in present or expected income, or because a man is separated from his family or must experience other inconveniences of military service. Pregnancy of a man's wife is not in itself a circumstance for which separation from active duty is authorized.

### Dependents' Schools

**Q:** I have orders to an overseas station. My wife is a qualified teacher and would be interested in a teaching position in the Dependents' School at my new base. What is the procedure she should follow to apply?

**A:** If your wife meets the following requirements, she may submit her application, accompanied by a copy of an official transcript of all undergraduate and graduate credits, to the State employment service nearest your present residence. The requirements are:



- United States citizenship.
  - At least 21 years of age by 1 August of the school year for which application is made.
  - Successful completion of a full four-year course which led to a Bachelor's degree from an accredited college or university.
  - At least 18 semester hours of course work in the field of professional education.
  - Not less than two years of successful full-time teaching experience during the past five years.
  - Expectation of teaching availability for a full school year.
  - Entitlement to overseas transportation as a dependent.
  - Arrival overseas before the school year begins.
- The application should be submitted to the school authorities for consideration, but her actual employment will not be made until she finally arrives overseas.

**Q:** My wife has completed college in teacher's training but has had no actual teaching experience. Could she teach in a service-operated overseas dependents' school?

**A:** If she is at the location of a dependents' school and a vacancy in the field of her teacher preparation occurs during the school year, she may be considered for the position for the remainder of that school year. Also, she may be placed on a substitute teachers' list if she contacts the school authorities.

**Q:** I am eligible for retirement and am planning to reside in a foreign country. Can my children attend a service-operated dependents' school at government expense if there is one in the area?

**A:** No. Your children may not attend a dependents' school at government expense. However, they

## Questions and Answers

may be admitted on a space available basis, in which case you would pay the tuition at a rate established by the school authorities.

**Q:** *If I am ordered to an overseas area where there is no service-operated dependents' school, and no English-speaking tuition-fee school is available, what provision is made for the education of my dependents?*

**A:** If your children are of elementary school age, the commanding officer of your duty station may request the area school superintendent to provide correspondence courses commensurate with the grade level of your children. These courses include instruction from the school with regard to their administration and are easily supervised by parents. They have proved very satisfactory and thorough and are accepted by continental United States schools as transfer courses.

If your children are of high school age, one of the following alternatives may be employed:

- Attendance in a service-operated dormitory-type school. In this type of school, the U. S. Government will bear the costs of tuition, board and room, but the cost of transportation must be borne by you.

- Attendance at a private dormitory-type school (tuition-fee) in the proximity of your residence. The same costs are borne by the Government as for service-operated dormitory-type schools.

- Correspondence course study from the University of Nebraska. Full credit for these courses is granted by the majority of continental U. S. high schools and colleges. The commanding officer of your overseas duty station requests the area school superintendent to provide the necessary course enrollment.

In all cases, you should be advised that no reimbursement can be made directly to you for your dependents' schooling.

### Reserve/Retirement

**Q:** *What is the Reserve obligation of a Regular Navy enlisted man who does not reenlist after completing his first enlistment?*

**A:** If the initial enlistment was for less than six years, he will be transferred to the Naval Reserve as a Ready Reservist to fulfill the balance of a six-year military obligation. Any drill participation in a Selected Reserve unit will be voluntary.

**Q:** *What is the post-active duty obligation of a Reservist who served in Vietnam?*

**A:** Reservists who voluntarily incurred a drilling obligation as a result of "A" school training or individual agreement/contract must participate in the Reserve program even though they may have served in Vietnam. All other Reservists with a remaining military obligation will not be involuntarily assigned to a Selected Reserve unit for drill purposes.

**Q:** *May warrant officers use constructive time accumulated while in an enlisted status when they transfer to the Fleet Reserve?*

**A:** No. First of all, warrant officers cannot transfer to the Fleet Reserve, unless they revert to enlisted grade. To retire as a warrant officer you must complete 20 years of service, day for day. Constructive time does not count.

**Q:** *When is the ideal time for a man on tattered duty to transfer to the Fleet Reserve?*

**A:** Generally, the ideal date to select for transfer to the Fleet Reserve is one which coincides with your tour completion date. This date is usually approved, provided, of course, you are otherwise eligible.

Extension of a tour completion date is not normally authorized for purposes of transferring to the Fleet Reserve, except to allow the time needed to complete 19 years and six months for initial eligibility.

Any date after one year on board is also appropriate for transfer to the Fleet Reserve, provided you give at least six months' notice and you are not accompanied by dependents on an overseas assignment.

On occasion, the Chief of Naval Personnel automatically defers for a short period the date requested for transfer to the Fleet Reserve in order to provide increased benefits to the Navyman concerned.



**Q:** *What are the advantages of having a statement of service creditable for transfer to the Fleet Reserve before actually applying?*

**A:** The statement of service enables you to determine the date on which you would be eligible for the higher percentage multiplier. For example, if the statement of service shows you will have 25 years and five months of active service on the date you desire



transfer to the Fleet Reserve, it would be to your advantage to request a date on which you would have 25 years and six months of service so that your percentage multiplier would be 26 years instead of 25.

**Q:** *In general, who can be placed on the temporary disability retired list?*

**A:** Any member found by the SecNav to be unfit for duty by reason of disability which *may* be of a per-



manent nature and incurred while on active duty. If the member has completed less than 20 years' active duty the disability must be ratable at not less than 30 per cent disabling.

### **NROTC/NJROTC**

**Q:** *What are the qualifications for assignment to duty as an NROTC instructor?*

**A:** Normally, only officers in grade of Lieutenant who have completed tours as department heads are selected for these assignments. Because of the role the NROTC instructor has in motivating midshipmen toward successful naval careers, only the best qualified, career-motivated officers are assigned to the duty.

All officers selected by the Chief of Naval Personnel for NROTC assignments must be nominated to the university to which assigned. The university examines the academic qualifications of the officer and then accepts—or refuses to accept—the officer as a member of the faculty. Most universities currently require that a nominee have a master's degree or an undergraduate college transcript with at least a B average.

**Q:** *What, in general, does an instructor do in the Naval Junior Reserve Officer Training Corps program?*

**A:** Retired officers who are employed as NJROTC instructors teach the academic portion of the curriculum. Enlisted instructors, who also are retired Navy-men, are responsible for conducting the Leadership

Laboratory and teaching in areas in which they possess particular competence.

The instructors present classroom material specially prepared for NJROTC. Activities such as drill and rifle teams are encouraged, but these are not required.

Upon full implementation of the three-year program, it is estimated that each instructor will teach on an average of four 50-minute periods per day in a six-period class schedule.

As a regular faculty member, he also shares in duties assigned the faculty by school authorities.

**Q:** *Are any NJROTC instructors on active duty?*

**A:** No. The Secretary of the Navy authorizes selected high schools to employ retired commissioned and noncommissioned officers who are qualified and approved by both the SecNav and the schools concerned. The retired Navyman is not, while employed as an NJROTC instructor, considered to be on active duty or inactive duty training for any purpose.

**Q:** *Is there more than one instructor per school in the NJROTC program?*

**A:** Yes. The ratio is one enlisted instructor per 100 students (or major fraction thereof), and one officer instructor per 500 students or major fraction thereof.



Schools which participate in the program agree to hire at least one officer and one enlisted man per school.

**Q:** *Whom do I contact for information on NJROTC?*

**A:** Bureau of Naval Personnel, Pers-C33, OX4-8338, Washington, D. C. 20370.

Any more questions? If so, pass them on to ALL HANDS and we'll do our best to find the answer.

# today's navy



## Beat the Clock

Shipboard damage control training sometimes has a way of becoming tedious. But the men on board the tank landing ship *uss Jennings County* (LST 846) have come up with a system which makes the training more of a challenge than a chore. They compete among themselves and against the clock to determine their over-all proficiency.

The system was first tried while the ship was en route to Japan after a six-month tour in Vietnam waters. The crew — petty officers first class and below — was divided into four competitive groups by rate. Each competitive group was further organized into five-man teams, resulting in two PO1, five PO2, seven PO3, and 13 nonrated teams. All teams were composed of ratings from various departments, ensuring that no team had a preponderance of engineering personnel who would normally be more closely associated with the equipment.

Competition began with a written exam on basic military requirements. It consisted of 85 questions — 25 on damage control; 10 on first aid; 20 on ammunition handling and small arms safety; 20 on deck seamanship; and 10 on ship characteristics, especially those of *Jennings County*. Individuals answering all questions correctly received 85 points.

Next, three practical tests on firefighting equipment were held on the ship's helicopter landing pad, using two foam-making devices and a fogging applicator.

A standard three-minute time limit was established for each of the three events. For each event in which they met or bettered the standard time, each member of the team was awarded five points. For any time over the limit, each member received three points.

The competition was spurred by cheers of encouragement from

chief petty officers and officer spectators who on occasion became drenched when a team failed to make a correct water hose connection. This, in itself, served as a drive for improvement in performance by each successive team.

As an incentive for the individual to excel, the top performer in each of the four competitive areas was commended by the commanding officer and awarded special liberty while the ship was in Japan.

In addition, the individual who attained the highest rating of all the competitive groups received special liberty and recognition from the Commander of Landing Ship Flotilla One, and was named *uss Jennings County* Sailor of the Year.

Who won the team competition in the race against the clock?

The first class petty officers started off in fine fashion, scoring a two-minute, 30-second, combined time for all three events. However, each team thereafter strived to better their leader's performance and chopped times considerably, until the winning team tallied a score of just one minute, 12 seconds, for all three firefighting events. The winning team was comprised of a seaman, radioman, fireman, seaman apprentice and fireman apprentice.

Confident that they have the best firefighting team in the Fleet, the *Jennings County* crew has challenged any and all ships' companies, big or small, to beat their record.

## A Look-Sea for Building Site

Four surveyors from the U. S. Naval Oceanographic Office recently descended 600 feet to the bottom of the Santa Barbara Channel to examine a 1500-square-foot area about 15 miles off Santa Barbara's beaches.

The divers used the submersible *Deep Quest* to survey the area as a potential site for the Naval Civil



Engineering Laboratory's Seafloor Construction site (SEACON). This site will be used as a test area for undersea construction.

The surveying team also looked for a 15-mile strip of channel to represent the extremes generally encountered in deep-sea cable routes. The strip will be useful in learning what kinds of problems may be expected along ocean cable routes.

The surveying project will also teach oceanographic office surveyors how submersibles such as *Deep Quest* can help in over-all deep-ocean charting efforts.

### EM Club to Open Next Year

A new enlisted men's club is under construction at the U. S. Naval Base, Guantanamo Bay, Cuba.

The centrally air-conditioned complex, due for completion in September 1971, will include carpeting; a built-in sound system; indirect lighting; a large patio area with snack bar; separate game and reading lounges overlooking the ballroom; a large dining room; facilities for private parties; and easy access to a swimming pool and other recreation.

Seabee Forces, Atlantic, started

building the 20,000-square-foot club in May.

The new club is designed to offer something for everyone — married or single.

Drinks will be served in the EM lounge, which will feature skylighting from a slanted roof, and in the petty officers' lounge, which will offer dinner as well as drinks.

The main dining room, open to all men and their families, will provide full menu service to as many as 360 people.

After dinner, the visitor may enjoy a movie on the large patio, overlooking the base golf course. A snack bar on the patio will provide short-order food service.

For the man who prefers to settle down with a good book, the club will have a second-floor reading room. There will be no noise in the room (except for soft, piped-in music).

For others, the game room next door will include equipment for everything from chess to billiards.

Both reading and game rooms will overlook the main ballroom, one floor below, through windows.

Two giant sliding partitions will divide the ballroom into three smaller entertainment areas. The Navy Exchange Food Services Of-

fice will offer catering services ranging from canapes to a banquet.

The location is convenient to the Special Services swimming pool and recreation fields. Gold Hill Towers, the bachelor enlisted quarters scheduled for completion this year, is within easy walking distance of the club.

### Ready for One More Try

Three times before, TM2 Alvas Gillespie fought for the inter-service light-heavyweight boxing title, and each time he was defeated. This year, at 34, the NAS Point Mugu Navyman realized it would probably be his last chance.

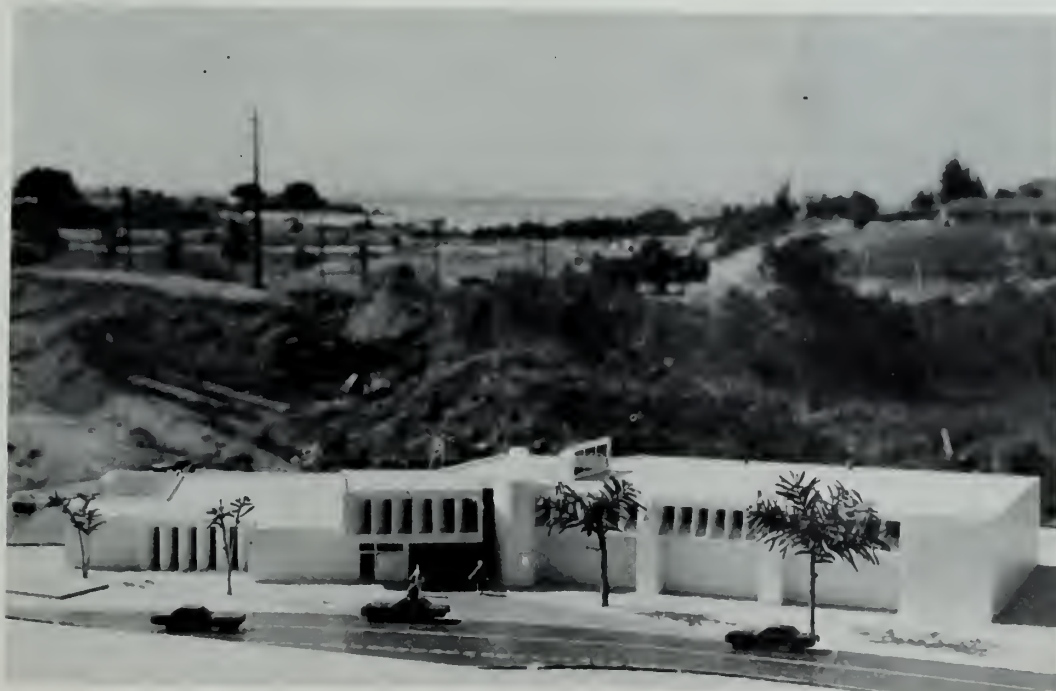
"I really got razzed. The Army light-heavyweight champ had a long string of knockouts and was the heavy favorite. Nobody thought I could last in the ring with him."

Gillespie brushed off the critics and said he could win. But secretly, he knew he would have to go all out.

The Navyman followed a rigorous training schedule and began to psyche himself up. When he climbed through the ropes at Fort Dix, N. J., last April, he was physically and emotionally qualified to win.

After one minute and 30 seconds

Front view of enlisted men's club planned for Guantanamo Naval Base is depicted by scale model.





ARMED FORCES CHAMP—TM2 Alvas Gillespie is congratulated on winning the All-Service light-heavyweight boxing championship for 1970.

of the third round, Gillespie was the winner by a TKO and the inter-service boxing championship, 178-pound division, was returned to the Navy.

### Fight Fire With Firecrackers

uss *Iwo Jima* has developed a shipboard firefighting routine which proponents say is faster and more efficient than the usual procedure of going to General Quarters. They call it "firecracker team."

The firecracker team is composed of highly trained damage control specialists who have five minutes to reach the scene of a reported fire and report back to the bridge that it's under control. If the bridge doesn't get the word in time, the ship goes to GQ.

Advocates of the system point out that, because fires spread very rapidly aboard ship, the sooner you can get a trained crew on the scene, the easier it will be to extinguish the flames. Going to General Quarters, they say, means several minutes' delay before actual firefighting begins.

They also emphasize the increased efficiency of the new system. Since most of the calls the team receives are minor (where there is no threat to the ship), the procedure saves *Iwo Jima* countless manhours. Going to General

Quarters, they estimate, would take the crew away from ship's work for almost half an hour.

Assignments within the team are kept flexible. The men fill in positions as they reach the scene of the fire; first man to arrive becomes a nozzlemaster and the first of three assigned 1st class petty officers takes over as scene leader. Team members wear bright red shirts with the word "FIRECRACKER" emblazoned across the back.

### Radio Therapy

The hospital ship *uss Sanctuary* (AH 17) provides a medicine for her patients and crewmembers that doesn't come in the form of liquid or pills.

It's a one-kilowatt amateur radio station — K2GQJ/MM3 — from which wireless telephone calls to home phones in the States may be made while the ship steams the Western Pacific.

Monitoring the calls is the pleasure of Hospital Corpsman 3rd Class Thomas M. Stock. Under a telephone headset and in front of a microphone, Stock makes 25 to 30 calls a night by connecting any phone on the ship to a radio transmitter and receiver. Then he contacts an FCC licensed amateur radio operator in the United States equipped to connect his radio

equipment to commercial telephone lines, a procedure referred to as a "patch." The calls are placed at night because atmospheric conditions are better, and they reach the States early in the morning when amateur radio traffic is at a minimum.

In cities where ham operators are unable to patch calls to *Sanctuary*, regular long-distance telephone lines often must be used to link the called party's phone to one of the stateside ham stations with phone patch facilities. This use of the long-distance lines is the only cost involved, but even then the patients aboard *Sanctuary* don't pay the toll.

Instead, funds are provided through programs such as the one started by Miss Josephine McDonnell of Owosso, Mich., which pay the long-distance charges for calls made by wounded servicemen. Civic groups also contribute to "Operation Jo," the name given to Miss McDonnell's program. For example, the San Clemente, Calif., Kiwanis Club maintains a telephone credit card in *Sanctuary's* name to help pay tolls. And in Goodland, Kan., where Dr. Russell Taylor operates amateur station WOFEE, the city council has made \$900 available to pay for calls made through that station.

Other ham operators involved with the program donate their time and the use of their equipment. Robert Crain, operator of station K6CM in San Diego, is one of them. He calls *Sanctuary* at 0600 each morning the ship is at sea and patches calls until 1000.

—JOSN Robert McCallum, USNR.

### Irish Sailor With an Extra Pair of Sea Legs

HIS NAME is Thenderin O'Brien Odell — Obie for short.

He's an Irish clown with curly red hair. His favorite snack is a juicy Irish potato. He lives on board the destroyer *uss O'Brien* (DD 725).

And after two years of sea duty, he's a real sea dog. An Irish setter, to be exact.

According to reliable reports,





Obie's a registered setter—  
but he's a liberty hound too.



Obie descends a ladder with an  
Irish potato, a favorite snack.



As USS O'Brien heads out to sea, sea dog Obie  
and a shipmate say goodbye to Long Beach.



Obie of USS O'Brien poses  
for shipboard portrait.

Obie has come to feel at ease with the roll and pitch of a deck underfoot and the noises of blowers, gongs, whistles and guns in his long ears. In fact, liberty ashore seems to make him nervous.

Obie got his sea legs at the age of six weeks, when O'Brien's Welfare and Recreation Fund bought him as a morale booster.

He was soon fitted out with all the necessary paperwork, a service number (K9-000-07), dog tags (naturally), an ID eard and a seldom-used liberty card.

His service record shows that he's tried to stay squared away. He's attended night classes in shipboard regulations, Navy regs and electrical safety.

But he got off on the wrong paw almost at the beginning. While the ship was leaving Pearl Harbor on the first of his two trips to Southeast Asia, Obie fell overboard and had to be rescued by a tug.

At captain's mast, he was charged with violation of three regulations: Article 134, conduct prejudicial to good order and discipline, to wit: swimming in the nude; Article 92, unauthorized swim call; and Article 85, attempted desertion.

Found guilty on all counts, Obie lost all galley privileges and was put on restriction. Somehow, he still managed to gain weight.

More trouble came when Obie chewed up both the captain's shoes. He lost his 3rd class crow for that one — and since then has toed the line.

According to O'Brien sailors who know him, Obie has two great dis-

likes: aircraft carriers and submarines, naturally enough for a member of the destroyer force. His greatest hate — for subs — came from the time someone attached a periscope to his sandbox. But he loves tugboats.

No one is really a sea dog unless he's crossed the Equator. Obie had only been on board six weeks when he came nose to wet nose with King Neptune and became a shell-back in a world full of pollywog dogs.

Obie could have done very well on the outside. He's an AKC registered setter of famous parents — Ch. Thenderin Royal Lance and Thenderin Cinnamon Cinder. His brother Lance has won many ribbons in dog shows.

But Obie joined the Navy and has seen the world. He's been to Vietnam twice and has visited Hong Kong, Singapore, Brisbane, Subic Bay, Sasebo, Pearl Harbor, Sidney and Yokosuka.

On board O'Brien, Obie has one job: greeting the captain at the



CDR William Self, captain of O'Brien,  
works with Obie sitting by his side.

quarterdeck when the CO comes aboard.

He has 275 masters, and counts every one his friend. And he's the only member of the crew who can growl at the captain and get away with it.

When O'Brien pulls out of port, she takes with her a remembrance of land — a silken-haired Irish setter who runs like the wind and answers to the name "Obie."

—Story and Photos by  
JOC Ernie Filtz, USN

### Handling Cargo on the Ice

Forty-one men from Cargo Handling Battalion One (CHB 1) have probably thawed out by now at the Cheatham Annex base near Williamsburg, Va.

These were the men who unloaded the two cargo resupply ships which arrived at McMurdo Station, Antarctica, earlier this year with provisions for the wintering-over party and supplies and equipment for construction projects that will be in Operation Deep Freeze 1971, which starts next October.

Still sporting a heavy red beard shortly after his return from the ice, Lieutenant (jg) John E. Osborn, officer in charge of the detachment, spoke of his great satisfaction with the group's efficiency in the frigid southland where the sun never set and the temperatures at the main U. S. station, McMurdo, where the men worked, ranged from plus 44 degrees F. to 27 degrees below zero. (At the other

stations the extremes were even greater.)

The supply ships arrived at McMurdo in mid-January and early February, near the end of Antarctica's four-month summer season. The annual ice surrounding the continent had shrunk from 60 to 14 miles, allowing Coast Guard ice-breakers to chop a narrow channel through to the offloading site at McMurdo.

Trained in the safe and speedy offloading of cargo, the CHB 1 detachment handled everything from boxes of fragile medical equipment to two boat cradles weighing 14 tons. Four "hatch" teams of 10 men each worked around the clock, two teams to a 12-hour shift.

Within four and a half days, USNS *Pvt John R. Towle* was offloaded in about two-thirds of the time previously required. USNS *Wyandot* was emptied in six days, equaling the previous year's time; however, 35 per cent more cargo was handled this year. Both off-

loadings were conducted in foul weather — *Towle* in a raging blizzard and *Wyandot* in a 30-knot wind.

While in the process of offloading, the hatch teams simultaneously backloaded and lashed down equipment which was either no longer needed in Operation Deep Freeze 1970 or which had to be returned to the United States for repairs. When not offloading or backloading cargo, the detachment pitched in to help Construction Battalion Unit 201 and the Antarctic Support Activity with their many construction and maintenance projects.

### Campsite Opened Near Norfolk

A three-acre campsite and recreation center has been carved out of the underbrush at the naval radio station in Chesapeake, Va.

Built mostly by Navymen with funds from Navy Exchange profits, the campsite contains recreational



## OKLAHOMA CITY MARINES

**E**ACH YEAR, the Marines aboard USS *Oklahoma City* (CLG 5) take to the hills to practice combat infantry tactics and techniques during their ship's upkeep period at Subic Bay, R. P.

For five days, the Marines live under combat conditions in the Zambales Military Training area adjacent to Subic Bay. They sleep in foxholes arranged in a tight defensive perimeter and their meals consist of the infantryman's C-rations.

During their refresher training, the Marines limber up their grenade-throwing arms, go on night time and daylight combat reconnaissance patrols and review map and compass reading skills. Courses are also set up for live firing of the M-60 machine gun and the M-14.

—Story by JO1 Dan Hansen  
—Photos by PH2 Boris Farley





facilities nestled among straight pine and gum trees. It includes a pavilion, 16 camping and 14 trailer sites, a comfort station with restrooms and showers, and many kinds of outdoors recreation equipment.

The new facility is named Stewart Campsite, in honor of Shiplitter 3rd Class George Cecil Stewart, who was killed in the Battle of Okinawa in World War II. Stewart's grave is only a short distance from the campsite — located on the land from which the 19-year-old farm boy went to war in 1944.

The recreation area, located on land once used for Navy survival training because of its resemblance to Vietnam, was cleared and improved by Seabees and station Navymen, using everything from earthmoving machines to machetes.

The Seabees dynamited a pond out of a tributary of the Northwest River, and the pond has been stocked with game fish. The surrounding area is visited by more

than 1200 deer hunters every season. More than 3000 Boy and Girl Scouts camped in the vicinity last year.

On hand for the dedication of the campsite last April were the mother of the camp's namesake, Mrs. Albert C. Stewart, and Rear Admiral Francis J. Fitzpatrick, commander of Naval Communications Command — who was also in the Battle of Okinawa on a sister ship of Stewart's ship.

The campsite, open to Navymen and all others with Special Services privileges, is about 20 miles south of Norfolk, almost on the Virginia-North Carolina border. It can be reached from U. S. Highway 17 or Virginia State Highway 168.

### A Catch of Good Will

The Officer of the Deck aboard the destroyer USS *Henry W. Tucker* (DD 875) noted a distress signal coming from a fishing boat.

As the boat pulled alongside the

destroyer, the native fishermen indicated they were in need of medical assistance. Several of the *Tucker* crewmen were guided aboard the fishing boat and were taken to a badly injured man in the ship's cabin. It was decided to take the injured man to *Tucker's* sick bay.

While medical treatment was administered by HMI Robert Rice, the crew of the fishing boat began to move large quantities of fish on board *Tucker*. Despite the language barrier, it was soon evident the fishermen were trying to repay *Tucker* with the only currency they had. Finally the crew was convinced they were much too generous and a large portion of the catch was returned.

After the injured fisherman had recovered enough to permit him to be transferred back to his own craft, the ships parted and large portions of goodwill had been exchanged in the South China Sea.

—LTJG S. D. Somers, USNR.



Photos clockwise from above: (1) USS *Oklahoma City* (CLG 5). (2) Marine lends helping hand to fellow squad member in final check of gear. (3) At point man's signal, the patrol takes position. (4) Sergeant briefs his men on course and plan of action for daylight reconnaissance patrol. (5) Machine gunners sight their M-60 weapon. (6) Corporal checks bearings before beginning patrol. (7) Hard ground makes "digging in" rough. (8) Effective hand grenade use requires concentration, good aim and strong arm. (9) Patrol leaves base camp.



## More Choice for Midshipmen

The U. S. Naval Academy is making its academic program more flexible. Beginning with the class of 1971, all midshipmen are majoring in a particular field of study, much as students in civilian universities do.

An extensive reorganization, effective last 1 July, created five academic divisions, each containing two or more departments, similar to the college system found in most universities. The divisions are Engineering and Weapons, English and History, Mathematics and Science, Naval Command and Management, and U. S. and International Studies.

The new organization offers midshipmen the opportunity to major in 25 specialties, ranging from Ocean Engineering to History. In addition, all midshipmen take course work in professional subjects relating to their future careers as naval officers.

## A Navigator's Best Friend

From Norfolk to Japan and the Republic of Vietnam, there are Naval Branch Oceanographic Offices known, for brevity's sake, as NAVBROCEANOS.

Information concerning the navigable waters of the world is the NAVBROCEANOS' stock-in-trade. Each office maintains an average of 16,000 nautical charts and 1800 publications of which only the latest editions are available for issue to the Navy, Coast Guard, Merchant Marine and government agencies as well as to the general public.

The NAVBROCEANOS' product is much in demand. Last year, for example, one office alone issued more than 7000 charts and 800 publications exclusively to military units.

Each branch office is assigned an area for which it maintains corrected navigational charts and publications, all of which are available upon request.

The latest information reaches its seagoing users through a Daily Memorandum which is published to inform navigators of immediate dangers and also to provide them

with advance information on important items to appear in Notice to Mariners—an oceanographic office publication.

Daily bulletins are mailed to U. S. Navy and Coast Guard activities and to port areas visited or used as bases by United States ships.

Steamship companies also receive the Daily Memorandums and relay their information to their own ships.

Before a NAVBROCEANO can dispense information, of course, it must collect it. This is done through a constant liaison with Navy, Coast

Guard and Military Sea Transportation Service ships as well as agencies of the United States and foreign governments.

Through a never-ending cycle of collection and dissemination of nautical navigational data, the Oceanographic Office keeps ships informed through its branch offices around the world.

—Story by LT R. J. Zaruba

—Photos by JOC E. J. Filtz

## Prepare to Abandon Plane

Last year, 191 naval aviators and crewmen made noncombat ejections from their aircraft safely. They owe their lives to the mechanics who kept their ejection systems in perfect working order.

Many of the technicians were trained at the Aviation Structural Mechanic (Safety Equipment) Class "B" School at NAS Memphis. The AME "B" School devotes 80 hours of instruction to the "egress system" — the equipment which can throw a pilot or crewman clear of a crippled plane.

The course offers instruction in all the basic ejection systems used in the Fleet. Students cover some of the same material as "A" school trainees — but in greater depth.

"B" School also covers publications, blueprint reading, the 3M maintenance system, pressurization, air-conditioning and associated systems, aircraft oxygen and fire-extinguishing systems, and life-raft survival.

Several new ejection system trainers are being used in the course. They include an A-7 Corsair canopy ejection and radiation shield device, used to familiarize students with simulated ejection; a seat trainer from the RA-5C Vigilante, the only system capable of ejection at supersonic speeds; and a seat trainer used in F-4 Phantoms, which includes a rocket pack capable of ejecting crewmembers while the plane is on deck, with no speed or altitude.

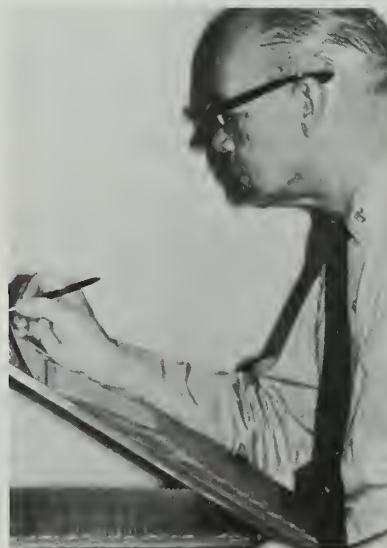
The rocket pack trainer, by the way, was built by instructors using salvage parts.

The trainers cost from \$1800 for the basic ejection system to more



Charts are continuously reviewed to delete old editions.

A QMC maintains a history of corrections of all materials held by NAVBROCEANOS.





than \$10,000 for the supersonic ejection seat.

Which might seem expensive if the training they provide didn't save lives.

### Work and Play at Gitmo

USS *Lexington* (CVT 16) recently returned to her normal work of qualifying Navy pilots for Fleet duty. Since leaving her home port in June 1969, the carrier has been through an extensive yard period and has undergone Fleet Underway Training in waters near Guantanamo Bay.

After her seven-month overhaul at the Boston Naval Shipyard, *Lexington* steamed southward for a short visit to her home port at Pensacola before continuing toward the Caribbean.

While en route, *Lexington's* crew conducted a series of fire drills, general quarters and man overboard exercises to test the ship's readiness for emergencies. At Guantanamo Bay, the drills continued under the observation of the Navy's Fleet Training Group.

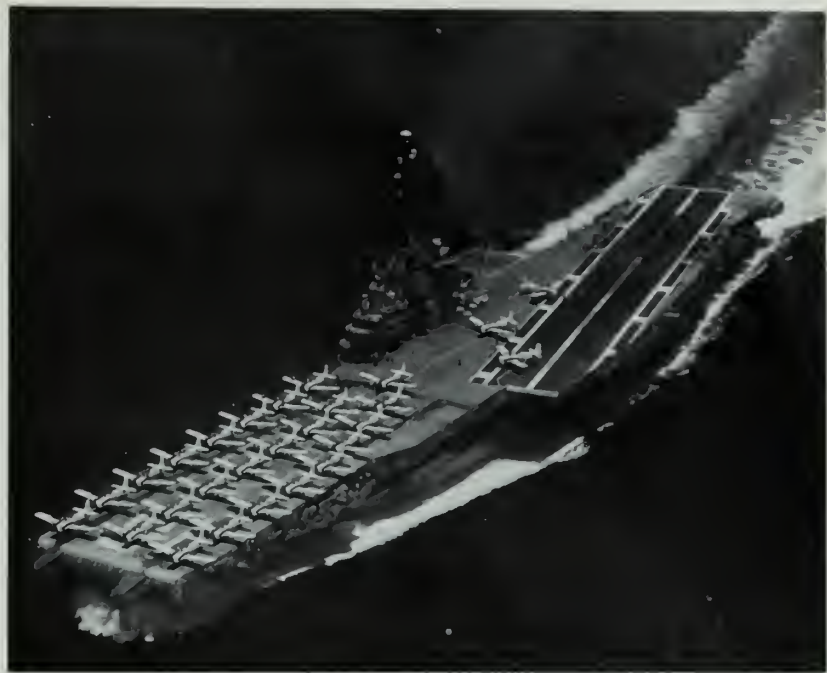
*Lexington* took on fuel at sea and replenished destroyers from her own tanks. The carrier also supplied a deck for practice carrier landings made by Reserve aviators from Naval Air Stations at Jacksonville, Alameda, Los Alamitos and New York.

But all was not work for *Lexington's* men. At Guantanamo Bay, the crew made full use of the Naval Base's swimming pools, beaches, bowling alleys, golf courses, bridle trails, clubs and exchanges.

### Navymen Rate A in Emergency

Four officer students at the Naval Postgraduate School, Monterey, Calif., have made a study that confirms what Navymen have known for a long time: men with military training respond more quickly and effectively to emergencies than other people do.

As part of their studies, three naval officers and a Marine colonel repeated a test which had been done among civilians in 1968. The earlier test had measured the re-



T-28 Trojans line the flight deck of USS *Lexington* (CVT 16).

sponse of college students to simulated emergencies.

For this year's tests, the officers used Navy and Coast Guard Reservists. Some of the Reservists had completed their active duty, some had not.

The Reservists did better than the collegians. More of them reacted positively to the crisis situations staged by the testers, and they responded more quickly.

In one part of the test, the Navy-men and Coast Guardsmen were gathered in a room on the pretense that they were to fill out a routine questionnaire. Then, in an adjacent room, a woman fell from a chair and called for help.

Ninety-six per cent of the gallant Reservists came to the aid of the "injured" woman. In the 1968 test, 70 per cent of the civilian college students had gone to help.

Tested in pairs, 13 of 14 groups of Reservists responded to the woman's cry for help. In the earlier test, 20 per cent of the college pairs came to aid the pretended victim.

In another reaction test, smoke was released among a group which, as before, had been gathered into a room on false pretenses. More than three-quarters of the Navy-

men and Coast Guardsmen responded to the supposed danger immediately.

In the original smoke-filled-room test, two-thirds of the college students had reacted to the smoke, and a fourth of those in a group had responded to the potential danger.

The officers who made the study were COL Marvin E. Peacock, USMC, and LCDR Werner H. Steffen, USNR (TAR), holders of the MA degree in management, and LCDR Donald E. Harris, Jr., USNR (TAR), and LT Aubrey R. Monish, USN, who have MAs in computer systems management.

Two psychology professors, John M. Darley and Bibb Latane, made the original tests on college students. Their subjects didn't necessarily represent a cross-section of American society in terms of age or intelligence.

The Reservists in the later test, on the other hand, had widely varied backgrounds — design engineer, private investigator, welder, mechanic, bartender, high school teacher, postmaster, and so on.

Just about all they had in common was naval training.



Prairie View A & M College NROTC unit passes in review.

### NROTC First for Prairie View

There are 13 newly commissioned officers in the Navy and Marine Corps today who already have made naval history. They belonged to the first graduating class from the Naval Reserve Officers' Training Corps unit at Prairie View A & M College, a predominantly Negro college located 46 miles northwest of Houston, Tex.

The unit was commissioned in April 1968, and that summer the midshipmen began their prep work with visits to naval bases and air stations and a cruise of two weeks aboard the carrier *USS Lexington* (CVS 16).

Spirits were high that fall, and the midshipmen enlivened their naval studies by launching the first annual Army ROTC vs Navy ROTC football game. Although the Army won that first game, a rivalry was born and the games already have an element of campus tradition.

During the summer of 1969, the Prairie View midshipmen again went to sea for two weeks; some on U. S. Sixth Fleet ships in the Mediterranean, others aboard ships in the Caribbean.

Last fall, the senior classmen—or first classmen—chose between the Navy and Marine Corps programs

and began to prepare for entry into active service as commissioned officers.

On 17 May, the Prairie View A & M unit completed the NROTC cycle as the 13 men received their commissions.

### Superwater is Something Else

Does Superman bathe in superwater? Not likely. The world supply can be measured in droplets and whatever else it may be used for, it is definitely not bathing.

There is, in fact, considerable debate concerning what superwater actually is and what it can be used for. Scientists haven't yet been able to explain the substance in terms of known chemical-physical processes.

They know that the superwater won't freeze at a temperature of minus 50° Centigrade. (It turns into a glass-like substance.)

When exposed to temperatures high enough to melt lead, the superwater won't decompose.

As to what superwater really is, opinions vary. There is a hint that the substance is a polymer of water — many water molecules joined together to form chains or sheets.

Superwater is produced under

carefully controlled conditions in quartz capillary tubes. It is a rare substance, for all the superwater produced up to this time probably would just about cover the head of a pin.

In spite of its scarcity, however, scientists have been able to determine its density and viscosity. (It appears to be about 40 per cent denser and about 20 times as viscous as ordinary water.)

Investigation of superwater in the United States was stimulated in part by a 1969 symposium sponsored by the Office of Naval Research (ONR). A small ONR-supported program is aimed at studying the liquid structure of superwater.

It is also hoped that the study will clarify the role of solid surfaces in the production of superwater. For example, scientists don't know if the surface of quartz capillaries is essential to producing the substance.

During the study they may also learn whether the surfaces play a catalytic role in condensing superwater and perhaps about other surface processes such as boiling and corrosion.

(Note: This article is based on a report by LT Sadao Kotaka, MSC, USNR, a Research Biochemist in the Medical Microbiology and Immunology Unit at the University of California, Berkeley, Calif.)

### Fantail Circuit: Good Show!

After mail call, what's the next most popular word that can be passed over the IMC on a ship at sea?

Most Navymen would probably say, "movie call." The free movies provided by the Navy to ships and overseas commands provide a welcome relief from the tensions of daily routine and the loneliness of being away from home. And besides that, they're just good shows.

Where do the movies come from?

Every year the Navy Motion Picture Service contracts from commercial film companies about 200 new and 100 older movies. Thirty



prints are made of each movie for Fleet distribution.

The Motion Picture Service then farms the movies out to Navy Motion Picture Exchanges — 18 in the Atlantic and 12 in the Pacific — which distribute them to Fleet and overseas commands.

Along with the feature movies, the commands get filmed TV programs, specials, short subjects, cartoons and sports films.

Commands in the U. S. pay and charge a nominal fee for movies, but overseas commands and ships get theirs free through the Bureau of Naval Personnel Central Recreation Fund.

A typical movie exchange is the one at Yokosuka, Japan. Staffed by U. S. Navy men and Japanese employees, it supplies movies to Seventh Fleet ships and to shore commands in Japan, Korea and Okinawa.

The Yokosuka exchange issues about 2000 prints a month to both Fleet units and local shore-based activities, with about 200 to 250 in circulation at any one time. The exchange maintains an inventory of approximately 700 prints which insures that all users have a wide variety from which to select.

Every film is inspected for defects and repaired if necessary before it is put back into circulation.

Each Navy ship is entitled to at least one feature movie a day — sometimes more as exchanges are made during unrepairs.

It's a big supply operation — and often somewhat complicated. (Ask any ship's movie officer.) But Navy men know, as they settle down on the fantail to unwind after a hard day's work, that it's worth it.

—PHC James E. Markham, USN.

### Glass for Marine Construction?

Until recently, most structural materials lost their strength or were eaten away when subjected to the corrosive influence of seawater.

According to the Naval Ordnance Laboratory, however, there is one substance which not only keeps its integrity and strength in the sea but actually becomes

stronger. That substance is surface compression strengthened (SCS) glass.

To strengthen glass by surface compression, it may be given a chemical bath, subjected to an electric-ionic process or put through one of several other possible methods of surface compression.

The Naval Ordnance Laboratory used five regular types of commercial SCS glass in its experiments which were conducted over periods of from 18 months to three years. In the laboratory, circulating artificial seawater was used for the tests and specimens were submerged in the sea itself off California, Newfoundland and Puerto Rico.

The glass used in both laboratory and sea tests was held in rigid frames and subjected to the constant bending strain of weights and levers. Despite this stress, however, the specimens endured from 20 to 70 per cent of their average ultimate bending strength.

While submerged in seawater, the average bending strength of the glass was increased while the variability in strength which existed in the various types of test glass was reduced.

When the improvement in increased average strength and decreased variability were combined, the SCS glass strength was found to have increased from six per cent to 46 per cent.

The annealed glass which was used for a comparison became a little stronger but showed no significant change.

Although marine fouling was

profuse on the glass specimens exposed to the ocean, there was no evidence of pitting or of attacks by marine borers on any of the glass which had been submerged for 18 months in the sea.

Although all the specimens had been bent into a strong arc throughout the exposure period, all sprang straight after they were released.

According to a Naval Ordnance Laboratory chemist who has spearheaded the use of glass for submarines, the test results indicate that SCS glass could well be considered not only for submarines but for construction of ships as well as equipment, structures and aircraft which come into regular contact with seawater.

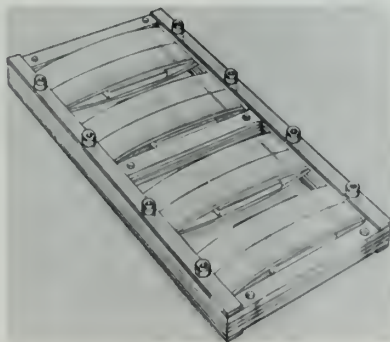


Laboratory worker adjusts glass specimens for immersion in trays of circulating simulated seawater.

Ocean exposure test specimens are ready to be lowered over the side.

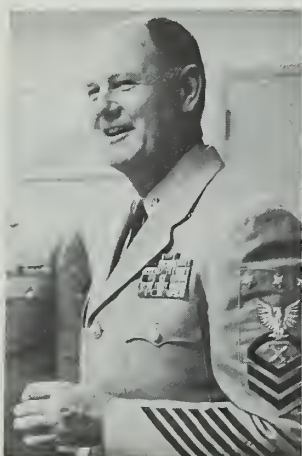


Schematic drawing of glass lath strained in marine exposure frame.



# from the desk of the Master Chief Petty Officer of the Navy

## Duty With a Challenge



GMCM D. D. BLACK

**I**F YOU'RE A TOPNOTCH petty officer and interested in a challenging assignment, you should look into the possibility of serving as a Navy recruiter, instructor, or recruit company commander.

There is a great need for highly qualified personnel in these jobs, and the chances of getting orders for such duty have never been better. The Instructor/Recruiter community has some of the most rewarding assignments available to career petty officers, and assignment in this area will enable you to work directly with, and be able to influence, the Navy's greatest asset, people. So, if you consider yourself to be an above-average Navyman, I encourage you to investigate the personal satisfaction, challenge, and opportunity that go along with serving in one of these billets.

Recruiting duty can be one of the most interesting and personally rewarding assignments in which a Navyman can serve. Over the years, Navy recruiters have provided the Fleet with a continuous flow of young men. Today, however, mere numbers are not enough. The recruiter must seek out the high quality young men necessary to meet the requirements of our highly sophisticated and technological Navy of the 70s. How well the recruiter meets this challenge today determines how well our Navy meets the challenges of tomorrow.

Being a Navy recruiter puts you in constant touch with the public and the civilian community. Their impression of the Navy is, to a great extent, one that you create. Recruiting duty is independent duty, and your conduct is subject to constant

scrutiny. In some areas of the country, you will be *the* representative of the Navy in the community. Therefore, only petty officers of the highest caliber are desired for this duty.

**T**O APPLY FOR DUTY as a recruiter, you should indicate this preference on your Seavey Data Rotation Card. To be eligible, you must have 36 months' obligated service, computed from the month of your transfer, and a valid state driver's license. Additionally, commanding officers are required to examine the records of all personnel volunteering for recruiting duty to determine their fitness for this type duty. Of course, due consideration is given to the fact that the duties which you will be called upon to perform are entirely foreign to your rating. Unlike routine assignments, the two most important "talents" needed by a recruiter are (1) a feeling for effective community relations and (2) a desire to "sell the Navy".

If selected for recruiting duty, you will be ordered to Recruiters' School at either NTC San Diego or Bainbridge, Md., for seven weeks of instruction. However, you will be granted 30 days' delay in reporting, which you may take (all, or in part) either before or after school. Upon completion of this training, you will report to your assigned Navy Recruiting Main Station for probable further assignment to a branch station. However, you will know which branch station will be your ultimate duty station, usually during your fourth week in school.

If your recruiting duties take you overseas, into a Bupers-controlled recruiting billet, the tour length will be established in accordance with the current tour length for the particular area.

Remember, you must be Seavey-eligible to go to recruiting duty.

**I**NSTRUCTOR DUTY OFFERS the challenges and satisfactions of a teaching position. Enlisted personnel are assigned directly to Bupers-controlled instructor billets if they meet the requirements and are eligible for assignment to shore duty in accordance with current eligibility requirements for their ratings. Normal tour length is either three years, or the normal shore tour length for your particular rate and rating, whichever is longer. This tour length policy applies to everyone except men in the RM rating, STCMs, STCSs, MMCs, MMCSs, BTCMs, BTCSSs, RDCMs, and RDCSSs, whose tours are set at 30 months to step up the rotation rate from sea to shore for these ratings. You must have the required obligated service to complete a normal tour of instructor duty to be eligible.

To be an instructor, you must be a leader. Leadership qualities are necessary along with having a clear record, being military in bearing and deportment, and generally not having any evaluation marks below 3.4 on your last three performance evaluations. Other requirements include

(Continued on Page 51)



# bulletin board

## *Training for Individual Needs at DATC*

The Naval Development and Training Center (NavDevTraCen), commonly referred to as "DATC," in San Diego is trying to make shore duty more rewarding for men with ratings such as Boilerman and Gunner's Mate.

During a two-year program of classroom instruction and on-the-job training, senior petty officers (PO2 and above) in engineering and gunnery ratings are provided the opportunity to improve their professional and personal skills.

Founded in 1967, DATC recognized that career petty officers need continuing training to keep abreast of technical developments in their fields. The approach is unusual at DATC: every new trainee's program is tailored to his individual needs, determined by a review of his record and a personal interview.

The established ratio at DATC is one hour of classroom instruction for every two hours of shop training. During the latter periods, the trainee provides technical assistance in solving shipboard engineering and gunnery problems.

DATC already offers nearly 50 courses of instruction. Here are some of the projects in which DATC trainees were involved last year:

- Testing new industrial products and techniques for possible Fleet use.
- Developing a three-week basic course in transistors.
- Attempting to solve Fleet-oriented problems dealing with expensive or unreliable equipment.

A tour at DATC also means a chance for personal development through education. The Limited Education Assistance Program (LEAP) was set up last year to provide basic instruction and individual coaching in English, math, science and the social sciences to otherwise-capable petty officers.

As of last spring, 51 DATC men were attending high school courses in order to obtain a fully accredited high school diploma. There were 28 others enrolled in local technically related college curricula for combined daytime-evening study, and another 21 attending evening college courses.

In fact, more than 250 DATC trainees have finished high school since the program began in December 1967, and more than 350 others have attended college as part of their regular daytime training. DATC schedules are tailored to include this outside instruction, which is not restricted to off-duty hours.

Application of the concept of continuing education is expected to provide the Fleet with considerably better trained, better motivated and more valuable petty officers, and thus benefit the Navy as well as the individual on active duty in the sea service.

If you want more information about DATC, contact the Career Counselor, Naval Development and Training Center, Naval Station, Box 106, San Diego, Calif. 92136.

### **\$20,000 and a Commission Are Included in Scientific Education Program at NESEP Colleges**

How would you like a \$20,000 gift—and an ensign's commission too? They may be yours for the asking through NESEP.

If you qualify, you'll receive a full four-year college education, with the Navy paying all tuition while you continue to receive your regular base pay, BAQ and BAS for your present grade. Meanwhile, you'll be building up longevity for pay and retirement purposes and are eligible for normal advancement. When you graduate, you become an ensign in the Regular Navy.

College educations are expensive and becoming more so. In 1969 the average cost of tuition, fees, board and room for a four-year course in a public college was \$5152, according to the Office of Education of the Department of Health, Education and Welfare. In the same year, the average cost of four years in a private college was \$11,108. These costs do not include clothing, sundries and recreational expenses which vary widely among students. Inflation and expansion of population are expected to bring a 10 to 15 per cent increase in these costs by 1974, and 15 to 25 per cent by 1978.

If you're in the Navy Enlisted Scientific Education Program (NESEP), your tuition, pay and allowances

**Career Information and Counseling School at NAS Moffett Field recently graduated first Junior Officer Orientation Course students for NAS Moffett Field units.**



amount to \$20,000 for an unmarried PO3—or more than \$25,000 for a married PO2—every cent paid by the Navy.

An applicant for the program must be a PO3 or above on active duty, a U.S. citizen, a high school graduate or GED equivalent, and 20 to 23 years of age. (He may be older than 23 if he has some college credits—24 if he's had one year of college, 25 if he's had two years, and so on.) His GCT/ARI must be 115 or better.

If you're interested in a college education and an officer's commission, see *ALL HANDS*, July 1970, page 56, for more details on NESEP. The deadline for applications for the 1971 academic year is 1 October this year.

Don't let a \$20,000 bonanza pass you by.

### **Yearning for Learning? Take a Look At the Navy Scholarship Program**

There are several ways to earn a formal education while in the Navy. One of them is through the Navy Scholarship Program, available to both officers and enlisted men.

The program permits individuals to compete for and accept financial assistance offered through fellowships, scholarships or grants for undergraduate and graduate studies in the fields of science, literature and education.

Enlisted personnel who apply for scholarships which will enable them to obtain a baccalaureate degree may be eligible for a commission through the Officer Candidate School.

For eligibility details and method of applying for the Navy Scholarship Program, refer to SecNav Inst 1500.4C.

### **BuPers Rating Control Gives Detailers Better Contacts With Men in the Fleet**

Personalized service to the Fleet is the goal of recent procedural changes in the Bureau of Naval Personnel.

Application of the concept of rating control means that Navymen now may communicate directly with a rating controller in BuPers, on an informal, "for information only" basis. Official requests, of course, must still go through the chain of command.

Latest developments include:

- Form letter replies to informal requests are becoming increasingly rare. With a manager for each rating, more attention can be paid to considering and answering requests. And the manager is more aware of the needs and requirements of the particular rating.

- Replies are now addressed to the individual himself (via his commanding officer). If the request is approved, necessary command action is automatically requested; if not, there is a full explanation of the grounds for disapproval. Normally a request is answered within 10 days of its receipt.

## NPGS GOES TO SEA

**A**LTHOUGH MOST STUDENTS at Monterey California's Naval Postgraduate School make do with their 130-acre campus, some still insist on going to sea.

The seagoing element is composed of professors and students in the Oceanography Department. Their research ranges from wave forecasting to profiling beaches and studying barnacles. Much of their work requires the use of a ship.

The school, of course, has a suitable vessel. It is a 63-foot hydrographic research boat which can be used for short trips on and near Monterey Bay. Some projects, however, require a ship capable of steaming farther from shore and also require oceanographic research facilities and an experienced crew.

Both USNS *Bartlett* (T AGOR 13) and USNS *De Steiguer* (T AGOR 12) fit this description and are in a ship pool used by Navy oceanographic labs on the west coast.

*Bartlett*, for example, was recently used by eight students of a marine sediments class and their professor. The students were working toward their master of science degree in oceanography and the object of their cruise was to obtain samples of the ocean bottom.

Mud, to most people, is uninteresting and certainly not worth hauling from the bottom of the ocean. To an oceanographer, however, mud from the seabed can tell secrets which can be of critical importance at a later date.

Samples taken from the bottom, for example, can provide an index of the depth to which a sunken ship or submarine will settle in bottom sediment.

This is called finding the bottom's sheer strength and was undertaken by a Naval Postgraduate School professor during the *Thresher* recovery operations, during which he took sheer strength test samples from a depth of 8000 feet.

During their cruise aboard *Bartlett*, the oceanographic students matched their instructor's work by extracting similar samples from a depth of 9000 feet where there are two tons of pressure per square inch.

To make a difficult job even more trying, *Bartlett* was pitching and rolling in the heavy seas and was nearly dead in the water.

Although the work was difficult, it was capably done and, when the last core of sediment was hauled aboard, *Bartlett* and her oceanographic students headed back toward Monterey Harbor.

Because of the heavy work done on board, *Bartlett's* cruise could hardly have been called a vacation and, because of the unruly seas, it could hardly have been termed pleasurable. Nevertheless, in addition to serving its scientific purpose, it also accomplished another objective.

When some naval officers come ashore, they are in danger of losing their carefully acquired sea legs. The oceanographers at Monterey's Naval Postgradu-



# Education Via Long Distance at War College

ate School, however, clearly seem to be in no danger of losing theirs.

Officers who wish to broaden their professional qualifications for promotion may find much to interest them through the Naval War College Correspondence School.

The school offers nine graduate level courses which parallel to the extent possible the curricula of the two resident schools — Naval Warfare, and Naval Command and Staff.

The Command and Staff courses are: Military Planning, National and International Security Organization, Naval Operations, Command Logistics, and Military Management.

The Naval Warfare course includes successful completion of the Command and Staff courses and Counterinsurgency, International Relations, International Law and Strategic Planning.

The Correspondence School recommends that the courses be taken in the order listed above to complete an individual school curriculum.

Course groups comprise separate *package plans*. Students who complete the first group of courses earn a special diploma for the Correspondence Course of Naval Command and Staff. Students must complete all nine courses to receive a diploma for the Correspondence Course of Naval Warfare, but they are not required to take all the courses in either of the package plans if just one course is of special interest. In other words, a single course may be taken from either package.

Time required to work on the courses ranges from about 84 hours for the two installments of National and International Security, for example, to an estimated 306 hours for the six installments of the International Law Course.

Considerable reading and research are involved. Lesson installments are submitted to the school faculty

for evaluation in the form of subjective responses. And, in keeping with the policy of the resident schools of the War College, there is never considered to be a single *correct* answer to problems posed by the courses. In this light, students are encouraged to originate new thought and ideas in any academic area in which they work.

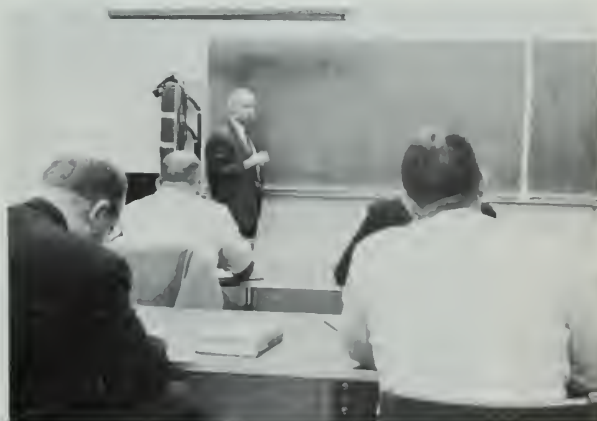
There is no time limit on completing a *package plan*. (Some officers work intermittently on the course packages over the years.)

Courses are available to officers in the grade of lieutenant or above, and to lower ranked officers with the granting of a waiver. In addition, certain qualified civilians from various government agencies may enroll in the school.

Requests for enrollment should be addressed to the Director, Correspondence School, Naval War College, Newport, R. I. 02840.



ABOVE: Equipment for taking samples of ocean bottom is loaded aboard USNS Bartlett (T AGOR 13) by winch. RIGHT: Crewmember (center) and two students prepare to lower core sampler the side.



NPGS professor briefs class on ocean bottom sampling operation

## Three Periods Are Designated For Vietnam Campaign Stars

Many Navymen are eligible for another star for service in Vietnam after 2 Nov 1968.

Campaign stars are now authorized for: Vietnam Counteroffensive Operation Phase VI from 2 Nov 1968 to 22 Feb 1969, the Tet 69/Counteroffensive from 23 Feb 1969 to 8 Jun 1969 and for service (as yet unnamed) from 9 Jun 1969 to a date to be announced.

Commanding officers have been instructed in SecNav Inst 1650.1 series to make entries in records, when available; to issue letters to officers certifying eligibility; and to authorize the purchase and wearing of the stars.

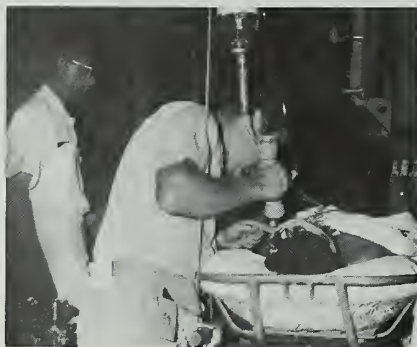
When records are not available, Navymen who

served in Vietnam during any or all of the periods listed above may submit an affidavit concerning their service.

## Computers Will Help Assure Smooth, Efficient Household Goods Movements

About 540,000 servicemen will move their household goods at government expense between May and September, according to estimates by Military Traffic Management and Terminal Service (MTMTS). Personal property shipments by all services reach a total of 1.1 million a year.

The Senior Noncommissioned Officers of the Army, Navy and Marine Corps and two Air Force representatives met with MTMTS officials last May to discuss the movement of household goods during the peak



Photos on the top row: Dr. Guth makes preliminary examination. (2) HM1 Kerr checks medical equipment. (3) The doctor keeps a constant watch over patient and equipment. (4) Equipment is loaded aboard the helo. (5) Two crewmen sit in door of helo as medical team is lifted to Andersen AFB.





summer months and its impact on the enlisted service member. Master Chief Petty Officer of the Navy Delbert D. Black represented Navy enlisted men at the two-hour meeting.

Among the topics discussed were:

- A comprehensive review of policies governing carrier service. The use of computers will enable MTMTs to enforce these policies as well as to evaluate carrier performance and to choose the means of transportation and carrier best suited to the needs of the individual service member.

- The apparent lack of communication between the Installation Transportation Officer and the serviceman who is having his goods shipped. To help bridge the gap, MTMTs plans to publish an "open letter" informing all servicemen of their rights and responsibilities

when they ship household goods at government expense.

### About Those GI Bill Allowances . . .

You may have been somewhat confused by a typographical error in the article on increased GI Bill allowances in the June issue of *ALL HANDS*, page 45.

In the third paragraph from the end, a misplaced line of type made dependents' benefits unclear. Here's how that paragraph should read:

- For wives, widows and children receiving allowances under the dependents' educational assistance program, the new monthly rate for full-time students is \$175; three-quarter time students \$128; and half-time students \$81."

# COUNTRY DOCTOR navy style

**T**HE COUNTRY DOCTOR with the little black bag and horse and buggy who traveled grueling miles in all kinds of weather, and braved other hardships to conduct a rural practice, has faded from the American scene. However, his modern-day counterpart can be found throughout the Pacific in the teams of Navy doctors and hospital corpsmen who respond to emergency calls at the Joint Search and Rescue Coordination Center, NAS Agana, Guam.

These medical teams practice throughout the two-and-one-half-million square miles of the Pacific Trust Territory and the Guam Search and Rescue sector.

Calls come into the center day and night — sometimes from ships far at sea which have no medical men on board, sometimes from tiny islands with names such as Lamotrek, Kapingamarangi, or Nukunoro; sometimes from Guam itself.

Most of these modern country doctors have never seen a horse and buggy. Their transportation is more sophisticated and is better suited to handle their special needs.

**T**HE NAVAL AIR STATION maintains two UH-34 rescue helicopters, three HH-16 *Albatross* amphibian planes, and a speedy rescue boat. In addition, the

SAR center receives support from the 79th Aerospace Rescue and Recovery Squadron which has one of its C-130 rescue planes on 24-hour alert at Guam's Andersen AFB.

The photos on these pages illustrate a typical SAR mission conducted by both Navy and Air Force men working for the Joint Search and Rescue Coordination Center.

The Navy flight surgeon is Lieutenant David E. Guth.

Hospital Corpsman 1st Class Albert K. Kerr has flown more than 180 combat medical evacuation missions in Vietnam.

This mission was in response to an urgent request for medical air evacuation from the Trust Territory District Administrator in Palau. The patient, a 36-year-old native of Palau, was suffering from a respiratory failure.

**D**OCTOR GUTH and HMI Kerr, responding to the medalert alarm at the NAS dispensary, rushed to the operations building and boarded the rescue helicopter piloted by Lieutenants (jg) R. E. Larson and J. M. Holladay. The helo crewmen were AME1 C. C. Pickering and ABH1 J. A. Sabo. (Photographer's Mate 3rd Class L. W. Murphy also was on board to take these pictures.)

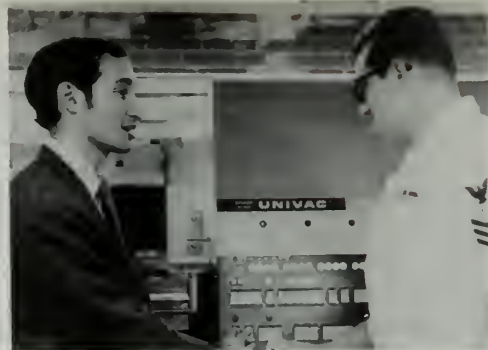
The chopper flew the medical team to Andersen AFB on the eastern end of Guam. There the team transferred to the Air Force C-130, piloted by Lieutenant Colonel W. J. Riley, Jr. The plane had been waiting with two engines turning.

Within five hours from the time the medalert had sounded, the patient from Palau was safely in the Naval Hospital at Guam.

The speed of this type of mission is in sharp contrast to the rounds made by the old-fashioned country doctor. However, the concern the modern-day country doctor shows for the safety and comfort of his patients is heartwarming in the old-fashioned sense.

—Story by LCDR R. F. Dressor

—Photos by PH3 L. W. Murphy



Left: Chief Torpedoman Duone L. Daugherty enjoys a chat with Wendy Wetzel between classes. Above: Computer pointers are given to YN1 Gory W. Evons by Brian Michaelson, Palomar instructor. Below: Chief Hospital Corpsman Allan W. Reed receives Navy Achievement Medol from Lt. Thomas C. Greaber, ADCOP Project Officer, during one of the monthly inspections.



## JUNIOR COLLEGE DAYS NAVY-STYLE

**O**N FRIDAYS it might be easy to confuse the Palomar College snack bar with a Navy gedunk. Navymen in uniform are everywhere.

They're on duty—but not in the ordinary sense. The 81 career enlisted Navymen on campus are attending Palomar full-time at Navy expense under the Associate Degree Completion Program (ADCOP).

Fridays are uniform days for the ADCOP students. After muster at 0730, there's usually time for a quick cup of coffee in the snack bar before the eight o'clock class.

What's it like to be a Navy-sponsored student at Palomar? It's different, it's challenging—and, most students will agree, it's great duty.

Located about 40 miles north of San Diego, the two-year college is in the perfect climate belt of Southern California, between the Pacific beaches and Mount Palomar. Its excellent facilities include a large library and a planetarium.

With approval by the college counselor and ADCOP project officer, the students can choose among many fields of study—business, engineering, data processing, English, economics, math, political science, astronomy, physics and others.

Commissaries, exchanges and a naval hospital are available at nearby Camp Pendleton and NAS Miramar. ADCOP students receive their normal pay and

allowances, except pro pay. The Navy pays for tuition, fees and books.

Navymen in the program wear their uniforms once a week and have inspections once a month. They have no collateral military duties, since classes and studying are their primary duty.

But many of them still find time for extracurricular activities. Machinist's Mate 1st Class John P. Donnelly is president of the freshman class; Chief Musician Clarence E. Brown is student director of the college's touring choir; Chief Photographer's Mate Chuck Jackson and Chief Hospital Corpsman Joe M. Cosenza are members of the college speech team and have both placed in regional competition; and Machinist's Mate 1st Class John M. Kealy is vice president of the college honor society.

The group's academic standing is high. This spring, half of them made the dean's list—an honor which requires a B average or above.

Their concern both for education and for fellow servicemen is expressed in a tangible way. Every year, the Palomar ADCOP group gives a \$150 scholarship to a dependent of an active-duty or retired serviceman who is an outstanding student and who plans to transfer to a four-year college.

The men in ADCOP enjoy their schooling and profit from it—and the Navy benefits too. The program, like



any other educational effort, is designed to make them better leaders and more proficient in their jobs.

The Chief of Naval Operations set the standard: a chance to pursue an associate degree is "the objective for career enlisted personnel who are properly qualified and motivated to pursue such an education."

Five colleges are now in the program: Palomar; Southwestern College in Chula Vista, Calif.; Grossmont in El Cajon, Calif.; Pensacola, Fla., Junior College; and Del Mar College in Corpus Christi, Tex., featured in the April 1970 *ALL HANDS*.

The program is reserved for careerists. A Navyman who wants to enter it must be a petty officer 2nd class or higher, serving on his second or subsequent enlistment, and a U. S. citizen. He must also meet certain school and experience qualifications set up in the annual BuPers Notice 1510.

He applies through his CO to the Bureau of Naval Personnel. (A sample letter is enclosed in the notice mentioned above.) An ADCOP selection board in the bureau chooses the candidates each fiscal year. If an applicant is selected for the program, he extends his active duty for six years from the time he is transferred for junior college.

Then, after two years of school (or less, if he already had some college credits), he returns to Fleet or shore duty—a better educated man, worth more to the Navy and to himself. —Story by JOC Paul Vautier;

Photos by PHC Chuck Jackson  
and JOC Paul Vautier

### **New Rating: Hull Maintenance Technician; SF and DC Ratings Will Be Disestablished**

A new general rating — Hull Maintenance Technician (HT) — will be part of the rating structure effective 1 Jan 1972. Also on that date:

- Shipfitters and damage controlmen will become hull maintenance technicians.

- The SF and DC ratings will be disestablished.

Describing this change to the rating structure, a BuPers Notice 1440 series said the service ratings SFM (Shipfitter-Metalsmith) and SFP (Shipfitter-Pipefitter) have already been abolished, and that Navyman with these ratings were automatically assigned the general rating of SF.

Separate advancement examinations will continue to be administered to the SF and DC ratings through August 1971; exams for Hull Maintenance Technician will begin in February 1972. A change to the *Manual of Qualifications for Advancement* will detail the scope and requirements of the new rating.

HT strikers will be cross-trained in the older ratings, attending SF and DC class "A" schools for a total of 23 weeks. Limited cross-training is already being conducted at schools located at San Diego and San Francisco. Advanced training will take place at class "C" schools and vary in length from four to 34 weeks.

Damage controlmen are now eligible for shipfitter NECs and associated schools.

The merging of the SF and DC ratings is the result of an evaluation of the Navy's damage control pro-

gram and the high degree of similarity noted between the two ratings. The change should improve training, advancement opportunities and equitable sea/shore rotation, and provide petty officers who have broad backgrounds in ship repair and damage control.

If you have any ideas for a specialty mark for the new rating, submit your sketches to the Chief of Naval Personnel (Pers-Ge) by 30 Dec 1970. You should include a brief statement explaining the concept of submitted drawings.

### **FROM THE DESK OF MCPON (cont.)**

possessing a demonstrated ability to speak clearly and to exercise sound judgment. A National Agency Check is required for all instructors.

If you're selected, you'll first be ordered to one of the Instructor Class C-1 schools located at Norfolk, Great Lakes or San Diego. Class "L" Leadership instruction is also included in the training. If you're interested, you should apply for this duty by indicating it as a choice of duty when you fill in your Seavey Rotation Data Card.

**P**ERHAPS THE POSITION that has the most influence on young Navyman as they're just starting out is duty as a recruit company commander. For this reason, only men possessing the highest military and personal standards are selected to be company commanders. It should be looked upon as a challenge to become a company commander, and an honor when selected.

Company commanders must possess the traits of maturity, stability and common sense, as well as personal motivation for this assignment. Applicants must also meet high physical standards and demonstrate emotional stability. Again, leadership ability is essential, along with a clear record (as well as not having an evaluation mark below 3.4 in the last 36 months), the ability to speak clearly, the ability to work with others under supervision and being military in bearing and deportment.

As you can see by the general qualifications, petty officers selected for recruit company commander duty must be high quality individuals, as must be those selected for the other two types of duties I have mentioned.

Whether you're interested in serving as a recruiter, instructor or a recruit company commander, you'll find the assignment challenging, self-fulfilling and requiring great personal interest and motivation. It's the type of billet in which a senior petty officer should be proud to serve.

Such duty is beneficial to your future as well, for with the type of background these assignments provide, your employment opportunities are greatly increased when you've transferred to the Fleet Reserve or you've retired. The training and experience you receive—both formal training as well as the experience of working with and teaching people—are invaluable and are assets to anyone's career.

## Exchange Officers Will Book Navy Families Into Expanding Chain of Navy Lodges

**T**HE TEMPORARY LODGING program is expanding.

More than 750 modern, low-cost, motel-type accommodations are now available at 33 commands in the United States and overseas.

In general, the lodges are available as temporary accommodations for Navy families moving under permanent change of station orders, while awaiting assignment to Navy housing or the arrival of household effects, or while locating permanent civilian housing.

Reservations for the temporary accommodations may be made in advance. A Navyman with PCS orders to a sea or shore command in the vicinity of one of the lodge sites may submit an application to the activity Navy Exchange Officer, giving the following information:

- Name, rate or rank, and serial number.
- Number of units being requested.
- Reservation dates.
- Number in the family.
- Duty station to which ordered.
- Intermediate duty station address or leave address to which confirmation of reservation may be mailed.
- Present address.

Navy Exchange Officers will inform applicants whether accommodations will be available on the dates requested, and will advise them of the prices and types of accommodations that may be furnished.

**I**N ADDITION TO the present units, approximately 900 units have been planned for construction during fiscal year 1971. Thereafter, about 200 units are scheduled to be built each year until requirements have been satisfied.

As of mid-May, temporary lodgings were featured at these activities (numbers of units appear in parentheses):

### NAVAL STATIONS

Adak, Alaska (4)	Mayport, Fla. (19)
Argentia, Newfoundland (35)	Midway Island (6)
Charleston, S. C. (12)	San Juan, P. R. (103)
Guantanamo Bay, Cuba (35)	Subic Bay, R. P. (20)
Keflavik, Iceland (19)	Treasure Island, Calif. (2)
Kadiak, Alaska (10)	Washington, D. C. (50)

### NAVAL AIR STATIONS

Alameda, Calif. (44)	Memphis, Tenn. (18)
Brunswick, Ga. (8)	Moffett Field, Calif. (24)
Cecil Field, Fla. (8)	Pensacola, Fla. (8)
Chase Field, Tex. (6)	Point Mugu, Calif. (12)
Carpus Christi, Tex. (19)	Quanset Point, R. I. (17)
Jacksonville, Fla. (18)	Whiting Field, Fla. (9)
Lakehurst, N. J. (10)	

### NAVAL TRAINING CENTERS

Bainbridge, Md. (29)	Orlando, Fla. (22)
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### FLEET ACTIVITIES

Yakohama, Japan (Det.) (97)	Yakusuka, Japan (80)
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### ALSO:

Naval Air Facility, El Centro, Calif. (7)	Naval Hospital, Philadelphia, Pa. (6)
Naval Auxiliary Air Station, Fallon, Nev. (3)	Naval Support Activity, New Orleans (4)



## Government Will Pay Moving Expenses When Quarters Not Available at Outset

If you're waiting for governmental housing at your new duty station, a recent instruction (OpNavInst 4050.2) may save you some money.

*Joint Travel Regulations* provides that a serviceman is entitled to the transportation and storage of household goods for "involuntary moves directed by proper authority." But what if you move into a private residence because of the nonavailability of government quarters for immediate occupancy? If you are later assigned government housing, must you pay the costs for moving your household goods?

The new instruction says no. If you place your name on a housing waiting list when you report aboard, and are later assigned government quarters, the move will be made at government expense.

## Dependency and Indemnity Compensation Increased for Many Surviving Children

Congress recently increased the dependency and indemnity compensation (DIC) paid to children of servicemen who die from service-connected disease or injury.

When there is no widow entitled to receive the compensation, the monthly rates are now \$88 for one child, \$127 for two and \$164 for three children. An extra \$32 is added for each child in excess of three.

Monthly supplementary DIC payments have been increased from \$29 to \$32 for children under 18 who are permanently disabled and incapable of self-support. Benefits for children above 18 were increased from \$80 to \$88 per month.

The law also made some children in the process of



Navy Combat Artist Journalist 2nd Class John C. Raach, USN.



adoption eligible for dependency and indemnity compensation.

Under the new law, a child is considered to be eligible for DIC if an interlocutory (intermediate) decree was filed before the serviceman's death. Heretofore, the adoption decree had to be final before the child was entitled to the compensation.

### **Coution: Motorcycle Accidents Are On Increase; Fatalities 17 Times Greater**

Twenty-four Navymen were killed in motorcycle accidents during the first four months of 1970, a three-fold increase over the same period last year. If the trend continues, as many as 150 Navy cyclists will be killed in bike accidents this year.

In a message to ships and stations, the Chief of Naval Operations cites studies by the National Safety Council which show that the chance of being fatally injured is 17 times greater in a motorcycle accident than in an automobile accident.

A collision that results in a dented fender on your car could mean a fractured skull for a motorcyclist.

Here are some tips on motorcycle safety from the Navy Safety Center:

- Wear protective clothing, including a helmet which meets accepted safety standards (the manufacturer will have labeled it if it does). A good helmet will help protect you against head injuries — the commonest cause of motorcycle deaths. But remember that a helmet is worthless unless you keep the chin strap fastened.
- Goggles and heavy clothing will shield your eyes and body from abrasions.
- To increase your visibility, drive with your headlights on at all times.
- Reflective tape on your helmet and jacket will improve your chances of being seen at night by other motorists.

### **A Tip From the Notional Safety Council: Don't Give Up the Boot**

Even Navymen sometimes swamp their boats. But if you stay calm, and don't leave the boat, you're likely to emerge from the water with nothing worse than a good drenching.

Here's what to do if your boat is overturned or swamped, according to the National Safety Council:

- The most important thing to remember is (we repeat) *stay with the boat*. Even if the hull is ruptured, it probably won't sink, and rescuers will have a much easier time spotting a boat in the water than lone swimmers.
- If you're not alone, try clasping hands across the overturned hull to keep yourselves afloat. It's also not too difficult to right a small boat or canoe: push down on the near side with your hands and feet, and grab the opposite gunwale as it rises.
- You can sometimes rock the water out of a swamped boat. Grip the transom with arms flexed and knees drawn up; a sudden kick and shove will cause

a swell of water over the stern, if your timing is good.

• The safest way to get back in a righted boat is over the transom, though you can board over the gunwale if necessary. Lunge down in the water, give a strong kick and pull yourself upward until the top half of your body is in the boat. Then just roll over. If you're boarding over the gunwale, lean back to keep the boat from tipping.

• A good swimmer can push a small boat to shore. Get a good grip on the transom and start kicking; you can steer by swinging your body. Progress is slow, but it's considerably safer than leaving the boat and trying to make it on your own.

### **Nylon is Nice to Work With—Until It Stretches to the Breaking Point**

Any boatswain's mate will tell you: a snapped nylon line is worse than a cat-o'-nine-tails. At the breaking point, nylon may be extended to 1½ times its original length. The terrific backlash can kill or maim deckhands and bystanders alike.

A few tips from Naval Material Command's *Safety Review* may help keep you safe when you're handling nylon line:

- Don't stand in the direct line of pull.
- Don't use line that's too small for the job. Go up a couple of sizes or double the line, if you're getting 35 to 40 per cent stretch.
- Don't use nylon with wire rope, manila or any other kind of line: most of the load will be taken by the latter.

One way to tell when the safe stretching point has been reached is to attach a 40-inch length of cord to two points on the line 30 inches apart. Let this loop hang free. When the cord becomes taut, you've reached the safe working limit.



Navymen offload cargo. Drawing by Seaman Ed Orr.

# GIFTS

## FROM OVERSEAS

### Pointers for Navymen Courtesy of U.S. Customs

**N**AVYMEN WHO make overseas purchases and send them home as gifts or bring them home before their foreign tour is officially completed should know something about how U. S. customs officials will view their goodies when they arrive in the U. S.

Most who buy and use their foreign purchases before bringing them home after their extended duty tour needn't worry. Such items, with a few exceptions, enter the United States as household or personal goods not subject to duty.

There are, however, some restrictions governing Navymen and their dependents returning from overseas. Cigar lovers, for example, may bring no more than 100 stogies into the country without paying duty and, if you are bringing in alcoholic beverages, you must limit the quantity to 128 fluid ounces (one wine gallon). Three quarts of this must be of U. S. manufacture. Quantities in excess of these amounts are subject to duty and tax. Also remember that alcoholic beverages are subject to laws of the state in which they arrive.

Those who feel inclined to buy and use a foreign-made car during their overseas tour must pay duty on its value at 4.5 per cent. Government regulations also require that the car's undercarriage be clean and that autos manufactured after 1 Jan 1968 conform to Federal safety standards.

In addition to the ad valorem duty, there may be a seven per cent manufacturer's excise tax imposed on all new and used cars entering the United States. This tax is assessed and collected by the Internal Revenue Service.

**I**N CASE YOU WANT to send gifts to friends and relatives before completing your overseas tour, items valued at \$10 or less in the country of purchase may enter free provided the recipient receives only one gift a day. Alcoholic beverages, cigars and cigarettes, and perfume (containing alcohol) valued at more than \$1 are excluded from the \$10 gift parcel provision.

Each package must be clearly marked "unsolicited gift enclosed" and the value must be indicated on the package.

If you carry the gift into the country as you return, you declare it but the gift may be included in your exemption. In other words, all merchandise must be

declared, including merchandise you are bringing in as gifts.

Navymen serving in combat zones may send gifts back home valued at \$50 in the country which sold. There are, however, several kinks in the rules and you would do well to check first with postal authorities concerning customs regulations.

**U**NITED STATES CUSTOMS may deny or delay the entry of some items because of their possible danger to domestic plants, animals, to community health or other reasons.

Narcotics, of course, may not be brought into the United States. Animals and plants may be kept in quarantine or otherwise delayed until legal requirements are met.

*Restricted* articles include:

- Dogs, cats, monkeys, psittacine (parrot-like) birds, fish and wildlife.
- Fruits, vegetables, plants and plant products.
- Gold coins minted after 1933 and gold medals; gold coin jewelry (but not gold jewelry).
- Medicinal drugs, poisons, hazardous substances.
- Livestock and meats; poultry and poultry products.
- Trademarked articles acquired abroad.

*Prohibited* articles include: Firearms and ammunition except that which was taken out of the United States, in which case it may be brought back by the owner or in his accompanied baggage.

Not more than three long guns (rifles or shotguns) of a sporting type and 1000 rounds of ammunition acquired abroad may be imported by Navymen without a permit.

The Department of Defense and the Post Office Department prohibit acceptance by military post offices of war trophy firearms for shipment through the postal system.

Pistols, revolvers and other firearms capable of being concealed on the person, and all types of ammunition, are prohibited by law from being shipped in the mails.

Other prohibited items include: lottery tickets, narcotics, obscene material, printed matter advocating treason or insurrection against the United States, switchblade knives, wild bird feathers, skin and articles made therefrom.

Articles originating in Cuba, North Korea, North Vietnam and articles from Southern Rhodesia (except publications and educational materials) are prohibited.

**A**LMOST EVERYONE remembers when goods of Chinese origin were not permitted entry into the United States. Even Chinese type goods had to have a certificate of origin.

These regulations have now been relaxed so that servicemen may bring Chinese items into the country provided they are for personal use or to be given as gifts. Entry for commercial use or for resale is still prohibited.

Navymen who buy art and antiques overseas for



shipment home will find that the rules have been changed recently on these items.

Almost any kind of painting, water color, lithograph or other visual art may enter the United States free of duty so long as it was executed by hand.

If the art is antique, or if any other object being sent home is antique, it may also enter the United States duty free.

The definition of antique has been simplified to include all items at least 100 years old except ethnographic objects executed in traditional aboriginal style. These need be only 50 years old to qualify as antiques.

**L**IKE OTHER IMPORTS, antiques must be intended for the serviceman's own use (or that of his dependents) — not for commercial use or resale.

Customs officials suggest that servicemen buy antiques from reliable dealers who can certify the age of the item entering the United States. It isn't pleasant to find your prized antique was manufactured only a few days before you purchased it and that you will have to pay duty on it if it enters the United States.

Customs officials also suggest that you watch out for antiques which have been repaired because a substantial amount of new material which was incorporated into an antique within the past three years is dutiable.

The Customs Service says it is always willing to

give advice to servicemen who ship things from overseas stations to the United States. Navymen wanting information on customs fees and procedures can receive it by writing to the customs office nearest the intended destination of purchase. There is a U. S. Customs office in almost every major port city of the United States.

### **Early Outs Continue; Summer Turnover Includes 6-Month Outs for Seabees**

The three-month early-out program has been extended into its fourth phase, including all enlisted Navymen scheduled to leave the service this year. As in previous phases, the early releases are designed to help the Navy meet its reduced budget for fiscal year 1971.

Except in certain special cases, Navymen who were scheduled to leave active service in October, November or December this year are being released in July, August and September, respectively.

Seabees are eligible for separation six months early if their present EAOS is slated for January, February or March 1971.

Otherwise, the ground rules for this phase are basically the same as those for the early outs reported in *ALL HANDS*, October 1969 and June 1970.

Navymen, Regular or Reserve, whose active duty is scheduled to end in the last three months of this

**GRAND OLD LADY** of the Pacific Fleet Cruiser-Destroyer Force USS Dixie (AD 14), the Navy's oldest destroyer tender, serves as "mother hen" to a brood of destroyers returning from overseas duty.



year are eligible for the early outs *unless* they are in one of the following ineligible categories:

- Willing to stay in. Any Navyman eligible for reenlistment who wants to continue his naval career will be allowed to remain in service.

- Eligible for release in October, November or December under some other early-release program—to attend college, for example.

- Currently attached to units of the 6th or 7th Fleets or the Middle East Force. However, these men will be released within 30 days of their unit's return from deployment.

- In a medical or disciplinary status. These men will be separated as soon as their treatment or disciplinary action is completed. In disciplinary cases, completing the action may include making up lost time.

- Serving in-country in Vietnam or on non-rotating ships. (Separate early-out programs are in effect for men returning from RVN tours.)

- Scheduled for transfer to the Fleet Reserve or Retired List.

- Reservists undergoing active duty for training.

- Aliens who do not have a Reserve obligation who want to qualify for U.S. citizenship by completing three years of active military service. (Those who have a Reserve obligation may fulfill the requirements in either active or inactive duty.)

Sketch of aircraft carrier superstructure by artist Paul Ortlip, for NACAL (Navy Art Cooperation and Liaison program).



- Men who want to complete 18 months of active service to qualify for full VA benefits.

If you're not in any of these categories and your EAOS is this year, see your personnel officer. Barring an op-hold, you rate an early out.

If, on the other hand, you like it on the inside and can qualify for reenlistment, the Navy will be glad to have you.

### Navy Experiments in Skysnatching Rescues Of Pilots With Volunteer Parachutists

**T**HE IDEA OF RESCUING a downed aviator before he reaches the ground has been a challenge practically since the beginning of flight by man — and every few years it comes closer to reality.

Until recently, the Fulton Skyhook was the only advanced concept of aerial retrieval and it is still the only usable method.

To be effective, however, the flyer must first touch the ground and have a rescue aircraft drop a package containing, among other things, a deflated balloon.

After the aviator attaches himself to the pickup line secured to the balloon, he uses a gas cylinder to inflate the balloon which soars aloft to be snared by the rescue aircraft which reels in the downed man.

The system has several drawbacks, however. In combat, it exposes the aviator to enemy fire and possible capture while he is awaiting the pickup plane.

Also, the large transport-type rescue aircraft required for the pickup is especially vulnerable to ground fire.

Fairly open terrain is also needed for the rescue, thereby increasing the chances of the aviator being shot or captured.

**A** STUDY OF RESCUES and attempted rescues in Vietnam has concluded that aviators shouldn't be permitted to touch down in hostile territory — particularly in or near a target area.

Inasmuch as the Fulton Skyhook doesn't fill this requirement, the Naval Air Systems Command and the Air Force have devised several experiments for testing human tolerance to severe environments as well as physical and mental shocks.

The tests, which are expected to determine the feasibility of skysnatching, will be conducted the last half of this year at the Naval Aerospace Recovery Facility at El Centro, Calif. They will use Navy volunteer parachutists who will be ejected from an aircraft and snared in the sky by a fast combat aircraft which will hook either an accessory parachute or a balloon.

The parachutists will then be towed out of the "hostile fire area" and reeled into a cargo aircraft.

Although human volunteers will be used in the tests, the first 15 of approximately 30 studies will involve only dummies to confirm the results of human endurance tests made years ago by the Air Force.

These tests demonstrated that a person in good health could withstand rapid acceleration and deceleration to and from speeds of 600 miles an hour. The



## Available to Ships, Stations (and You): Copies of Naval Art in Full Color

After seeing the paintings and drawings in the picture story entitled "The Artist Depicts Naval History," appearing on pages 10-15, you may be interested in getting large size copies of your own.

You can dress up a blank bulkhead in your office or messdecks—or complete the decor of your den at home—with full-color prints of the pictures of great moments in naval history and historical Navy uniforms reproduced on those pages.

The prints are available through the supply system for official use—such as display in offices, shipboard libraries, the wardroom, or anywhere else you think they'd look good. And for your personal decorating, you may buy them from the Government Printing Office.

The full-color lithographs measure 16 by 20 inches and are suitable for framing. They come in three sets:

- "Our Navy in Action," 12 prints depicting highlights of U. S. Navy history from the Revolutionary War through World War I.
- "Uniforms of the U. S. Navy, 1776-1898," 12 prints showing officer and enlisted uniforms, en-

closed in a portfolio along with a booklet providing historical background on the uniforms shown.

- "Uniforms of the U. S. Navy, 1900-1967," 12 prints depicting officer and enlisted uniforms, also with a historical booklet.

Official orders through the supply system may be made on an ordinary DD 1348 requisition form. Stock numbers are: "Our Navy in Action," 0584-900-0025; "Uniforms of the U. S. Navy, 1776-1898," 0584-900-0000; and "Uniforms of the U. S. Navy, 1900-1967," 0584-900-0001. The prints are stocked at the Naval Publications and Forms Center, Philadelphia.

Your personal orders may be sent to Superintendent of Documents, Government Printing Office, Washington, D. C. 20402, enclosing a check or money order for the amount listed below.

Prices and GPO catalog numbers for personal orders are: "Our Navy in Action," \$2.50, D 207.10/2: N 22; "Uniforms of the U. S. Navy, 1776-1898," \$3.50, D 207.10/2: Un 3; and "Uniforms of the U. S. Navy, 1900-1967," \$3.50, D 207.10/2: Un 3/900-967.

tests were, however, conducted by using a rocket sled traveling on rails along the ground.

This year's air tests using dummies and volunteer parachutists will establish whether a man can safely withstand the wind blast, cold and severe jolts to which he would be subjected in an aerial situation.

**E**VEN IF SNATCHING an aviator from the sky proves to be a completely successful method of rescue, it is expected to be only an interim measure.

The ultimate plan calls for aircraft to be equipped with ejection seats which can become small, self-propelled vehicles capable of flying about 50 miles.

Various types of airborne ejection seats have been proposed, using fixed wing, rotary wing and gliding concepts.

A test model using the rotary wing concept has a small drogue parachute which is released when the pilot ejects. The chute pulls out the rotary wings which are powered by a small turbojet engine behind the seat.

A fixed wing flying model virtually makes the ejection seat an aircraft within an aircraft.

A parachute released upon ejection pulls a tail section and wings from the seat and activates a mechanism that extends a nose in front of the flyer. A turbofan engine under the seat powers the plane to safety.

The glider concept which has been proposed uses an inflatable, kite-like lifting wing and a small turbine engine behind the seat for power.

All these systems would carry the aviator about 50

miles. When the flying ejection seat expends its power, the flyer would have to parachute to the ground, presumably at a safe distance from the maximum danger area.

All the escape vehicles are being designed to fit into the cockpit spaces of several of the most widely used combat aircraft without major airframe modifications.

Launch of an F-4B Phantom is completed and the catapult crew moves on to flight deck to position the next aircraft. Sketch by SN D. T. Brontsema, USN.



# Letters to the Editor



## Ribbons and Stars

SIR: Recently I noticed a shipmate wearing the Vietnam Service ribbon without a star. I'd always thought that you earned one star at the same time you earned the medal.

But I've also been told that this is contrary to the normal practice (as exemplified by the Good Conduct Medal, for instance) and that you don't rate a star until your second campaign.

Which is correct?—PN2 M. L. M., USN.

• As long as you earn the Vietnam Service Medal during a designated campaign, you rate a bronze star with it. Here's the difference in the two cases you mention:

Stars are worn on the Good Conduct Medal (and on other medals like the Armed Forces Expeditionary Medal) for subsequent awards of the medal itself. In this case, a medal with a star is the equivalent of two medals.

But the Vietnam Service Medal can only be earned once. The stars here are not for subsequent awards, but for campaigns in which the medal is earned. So you rate a star for every campaign in which you participate, including the first.—ED.

## Good Conduct Pay in Old Navy

SIR: Some of us remember when there was extra pay for gold hashmarks—maybe back in the 40s. Can you give us the date?—LCDR J. R. M., USN.

• We suspect your memory of gold hashmark pay must be derived from reading history and not from personal experience for the most recent provision made for such remuneration seems to have been enacted back in 1908.

A pay act for that year provided

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

that servicemen entitled to wear the Good Conduct Medal should also be entitled to extra compensation. That provision, however, was dropped from the next pay act which was passed in 1922.

On the other hand, you may be thinking of the extra pay awarded for decorations which became effective on 7 Aug 1942. The law at that time provided \$2 per month for medals and crosses awarded for a distinguished act or service.

This type of compensation was continued until 1 Oct 1949.—ED.

## Site Determines VRB Taxability

SIR: I shipped over last year before receiving orders to Vietnam, but I will receive two VRB installments while I'm serving in a combat zone. Are these payments tax-free?—MM2 R. J. M., USN.

• Sorry, they're not. The Internal Revenue Service has ruled that tax exemptions in such cases are determined by location at the time of reenlistment.

If you had reenlisted in the combat zone, all your VRB payments would be tax-free, regardless of where you are located when they are received.

But since the reenlistment occurred in a month during which you did not serve in a combat zone, the initial reenlistment bonus payment and all subsequent VRB installments even if received in Vietnam, are taxable.—ED.

## Caution: Gas Cylinder

SIR: Men from my ship's supply division are telling a story I find hard to believe. They say they saw a CO2 bottle (50-pound size, fully charged), with the valve broken off, soar from our ship over the harbor and outer mole—a distance of well over 1200 feet.

I say they're wrong. Granted, a broken head on a pressurized bottle with 1800 pounds of pressure inside will make the bottle travel some distance—but 1200 feet?

Considering the size and weight of the bottle, can you tell me whether it is possible for it to have traveled as far as the supply types claim? Have any tests been run on this kind of thing?—DC3 J. A. M., USN.

• Your shipmates' story may very well be true. If it is, it provides another example of why compressed gas cylinders should be handled with the same care as rockets or bombs.

Safety experts in the Navy Department inform us that only incidents involving injuries or fatalities—or near misses—are entered in official records, so they can't vouch for the truth of your friends' story. But they do say that it isn't beyond the realm of belief.

One of the experts in NAVSHIPS recalled two experiences of his own with broken CO2 bottles:

A bottle with a broken valve traveled 30 feet, broke through a plaster-and-lath partition, went another 30 feet, pierced a second partition, and was finally stopped after 60 feet more.

Another CO2 cylinder fell from a truck, shearing the valve off. The tank skated for 200 yards on the pavement, then stopped after it entered a panel truck.

He pointed out that a tank can travel farther and faster when the



valve is broken completely off than when it's just damaged. This can happen when the protective guard isn't in place firmly, or, of course, if it's left off.

Thanks to the interest generated by your letter, the Navy Safety Center and Naval Material Command are gathering information for use in a future ALL HANDS article on compressed gas safety.

In the meantime, all Navymen who work with cylinders of CO<sub>2</sub> or any other compressed gas should remember the basic safety precautions for them: handle with care, keep the protective guard over the valve, and anchor the bottle firmly to keep it from falling over.

When improper handling damages the bottle or valve, the tank becomes a bomb—or a rocket. When that happens, it can kill you.—ED.

## Sister Ships Don't Look Alike

SIR: To answer an argument, I would like to know if the three aircraft carriers originally considered in the Midway class—uss Midway (CVA 41), uss Franklin D. Roosevelt (CVA 42) and uss Coral Sea (CVA 43)—still belong to that class. If they do not, what modifications caused changes of class and to what classes do they belong now?—EN2 D. C. K., USN.

• All three carriers are still officially considered Midway class, but they vary in configuration.

These carriers were the largest U. S. carriers laid down during World War II. They were built to the same design with a standard displacement of 45,000 tons and an over-all length of 968 feet. Midway and Franklin D. Roosevelt were commissioned in late 1945, Coral Sea two years later. They have been extensively modified since their launchings.

All three received conversion packages in the 1950s which gave them angled flight decks, steam catapults, enclosed hurricane bows, new electronic systems and new lift arrangements.

Midway began another modernization in 1966 and was recommissioned 31 Jan 1970 with new catapults, lifts and electronics. Her flight deck was lengthened more than 25 feet so she



OLD SALT—Cutting the 25th anniversary cake of USS Rawon (DD 782) are from left, SMC Jesse J. Lazano, eldest on board, CDR Farrest R. Jahns, Rowan's CO, and FA Alfred Coaper, the youngest sailor on board.

could handle newer and heavier aircraft.

The present configurations of the three carriers vary considerably. Franklin D. Roosevelt has a forward sponson arrangement lacking in the more updated Coral Sea and Midway. Since her recent modernization, Midway resembles Coral Sea in lift arrangement, but has a wider flight deck and retains her tripod mast structure rather than the pylon masts of her sister ships.—ED.

## Is Advancement Quota Fair?

SIR: I have read numerous articles on the determining factors for advancement and I am still confused.

In 14 years, I have not failed a Navy-wide examination, but I still haven't advanced past pay grade E-6. I have been "PNA" or "quotaed" six times for first class and three times for chief.

What methods are used to determine who is actually advanced to a given rate?—IC1 K. W. R., USN.

• The selection of candidates for advancement is determined by a final multiple score given to each man who competes in the Navy-wide exams. This final multiple is composed of five factors: examina-

tion score, performance, time in service, time in pay grade and medals and awards. (The March 1970 issue of ALL HANDS carried a full explanation of how this multiple is computed.)

As for the quota system, the Bu-Pers Advancement Section provided this explanation:

The authorized strength of the Navy and budgetary limits impose a ceiling on the number of petty officers, both as a total and within individual rates and pay grades. If 50 men pass the exam for ICC, for example, and the Navy needs only 25 new chiefs in this rating to fill the authorized billets, the 25 men with the highest final multiples—not necessarily the highest exam scores—would be advanced and the other 25 would be "quotaed."

The undesirable effects of having to place quota limitations on advancement are recognized, since this often creates a feeling of stagnation in career-motivated men. However, the Navy advancement system, as it exists today, has won widespread acclaim for the equitable and impartial advancement opportunity extended to Navymen. Such acclaim necessarily includes recognition of the fact that the system is responsive to authorized manpower levels.—ED.



The sleek USS Long Beach (CGN 9) puts her bow into calm waters.

### The PO1 Uniform

SIR: What is the latest word on the proposed new uniform for E-6s and below?—YN1 W. H. H., USN.

• You seem to have two new uniforms confused.

The new working uniform for all enlisted men below CPO has not only been proposed, but approved, and is now in the process of being manufactured and stocked. It will be issued to recruits and on sale in Clothing and Small Stores to everyone from seaman recruit to first class PO as soon as the supply system has enough on hand—probably early in 1971. Dungarees will be phased out over the next few years. For a picture and description of this uniform, see the January 1970 ALL HANDS.

However, we assume that what you had in mind was the proposed dress blue chief-style uniform for 1st class petty officers only. This one has not been approved at this writing. If and when it is, it will take over a year to manufacture and stock—provided the money is available.

The proposed uniform is being wear-tested by selected PO1s at Norfolk, Great Lakes, San Francisco, San Diego, Long Beach and BuPers. To

date, most reactions to it have been favorable. However, funds for making the uniform must be requested from the Department of Defense, and so far the money hasn't been approved.

If the uniform and the expense of manufacturing it are okayed, the new suit will be for PO1s to wear for inspections, quarterdeck watches and liberty only, according to the Navy Uniform Board.

In the meantime, the dress blue uniform for PO1s and below is still the jumper and bell-bottoms.—ED.

### Fastest Pay Check in the East?

SIR: The disbursing clerks of U. S. Naval Cargo Handling Battalion One, Williamsburg, Va., did a lot of overtime work so that retroactive pay checks could be in the hands of the battalion's Navymen the day after President Nixon signed the pay bill.

We doubt that anyone beat our speed, but did anybody equal it?—LT. D. E. P., USN.

• You may have the fastest pay check in the east but we have no way of knowing if you set a record.

We feel certain that, if anybody beat your time, you will hear about it. Other possible contenders, not-

withstanding, you deserve congratulations and the thanks of your cargo handlers.—ED.

### The Yeoman and the Boatswain

SIR: In the Taffrail Talk section of your December 1969 issue, you discussed the histories of various ratings. Among others, boatswain's mates were specifically mentioned as being the oldest and saltiest.

I believe, however, that the title "yeoman" may have been applied to men doing administrative work even longer than boatswain's mate has been used on the deck.

Even before the U. S. Navy existed, a yeoman was a ship's paperworker. Would ALL HANDS care to comment?—YN2 T. P. C., USN.

• You are right, the yeoman rating is both old and honorable, but arguing which came first is almost as fruitful as determining the precedence of the chicken and the egg.

There were Yeomen of the Gunroom in 1797, Gunner's Yeomen in 1798, Boatswain's Yeomen and Carpenter Yeomen in 1799. Paymaster's Yeomen and Ship's Yeomen were established in 1888.

The yeoman rating as we know it today was established in 1885. The boatswain mate's rating, on the other hand, was established in 1797.

As you said, before the U. S. Navy was, yeomen were. The British Navy had them when Americans were still called colonists. Yeomen have been around for a long time, but with regard to the respective duties, so have boatswain's mates. Which came first? It may be a tossup. In any event, we know of no records which could pinpoint the answer.—ED.

### The Army Has Boats, But . . .

SIR: I am a Navy recruiter. An Army recruiter just around the corner says the Army has a much greater number of small boats than the Navy, including both peacetime forces and the forces operating in Vietnam.

I wonder if you could give us the vital statistics on the small boats of both services.—EMC C. H. H., USN.

• Your friend is mistaken. The Army does have quite a number of



small craft—somewhat more than 2500. But the Navy has about 8500.

By official tabulation, the Navy has 1546 service craft which have been designated as types—YTB, APL, YTL and so on through 56 classifications. Small boats such as torpedo retrievers, motor whaleboats, admirals' barges and the like aren't yet listed in the inventories of the Chief of Naval Operations because they're accountable to fleet, force and type commanders; but OpNav's educated guess is that there are around 7000 of them.

The Army's total of about 2500 small craft, in use or in storage, includes shallow-draft boats used in Vietnam riverine operations, boats used in erecting floating bridges, picket and dock boats, tugs, fireboats, and the landing craft and amphibious lighters used in combat personnel and cargo operations.

The Army total doesn't count air-cushion assault and landing boats, non-self-propelled barges, or lifeboats carried aboard other vessels; nor does it include larger vessels such as tankers and cargo ships. (Yes, there are ships in the Army.)

We can tell your friend that we'll concede that the Army has more tanks if he'll admit that the Navy has more boats. It's only fair.—Ed.

### My Name is Official Business

SIR: Name tags. Who is authorized to wear them and by what authority?—YN2 R. E. N., USN.

• Name tags may be worn by both officers and enlisted personnel, if authorized to do so by the commanding officer.

But, according to Uniform Regulations (article 0128), they should be worn only at appropriate gatherings, such as conferences, seminars and other similar occasions, and only while attending such meetings.

At other times, when an easy method of identification is considered necessary or beneficial in the performance of their duty, individuals may be authorized to wear name tags but, here again, only while actually performing such duty.

Regulations call for tags to be worn on the right breast in a position corresponding to that of ribbons on the left, below any breast insignia already

being worn. They may not be worn when medals are prescribed.

Size of the identification tags is regulated, also. They must measure  $\frac{3}{8}$ -inch by 3 inches (longer in case of lengthy names), and be constructed of a nonhustrous jet black plastic-type material with white,  $\frac{1}{4}$ -inch high, block-type letters of the last name only.—Ed.

### Propeller on Wave Insignia

SIR: Can you tell why the enlisted WAVE cap device consists of an anchor with an engineering device background? What significance does the engineering symbol have?

Not only I, but a WAVE Reservist of many years' standing and several of our male contemporaries, could not even hazard a guess.—YNCS Helene Edmondson, USNR.

• We asked Captain Rita Lenihan, USN, Director of the WAVES, for her comments. She said:

"At the time the WAVES were established in 1942, an appropriate emblem was considered to be an important means of establishing identification for the women in the Navy. Accordingly, a device symbolic of the Navy was sought for such identification. Consideration was also given

to a graceful line which would complement the feminine, rounded lapels of the uniform jacket. The design of an anchor superimposed on a propeller was deemed to be nautical, artistic, and graceful.

"There was no intended relationship between 'an engineering device background' and the device design of anchor and propeller which was adopted for the WAVES."

Insofar as we and Captain Lenihan know, the device design of anchor and propeller does not symbolize a naval aviation propeller or the propeller used in a ship's propulsion system—though we have known some WAVES whose faces could launch at least several hundred ships.—Ed.

### Insignia Have Rights and Lefts

SIR: Warrant officer shoulder boards usually present no problem for the wearer. They are generally identical and can be worn on either shoulder.

However, after buying my first pair of Aviation Electronics Technician Warrant Officer (W-1) boards, I was informed by a fellow warrant that I was wearing two left shoulder boards, that the top of the atom should point to the rear of each board. I had one,

The destroyer USS Epperson (DD 719) maneuvers in the Pacific.



pointing aft and the other forward.

Recently, I purchased a pair of boards for my forthcoming promotion to CWO2. This time I find that I have two right shoulder boards. Will you please steer me in the proper way to wear them?—WO1 E. B. H., USN.

• *There are several warrant and corps devices that have rights and lefts, so to speak. In most cases where rights and lefts are involved, Uniform Regulations specifies that the insignia should be placed parallel to the stripe and some identifying part of the insignia to the front.*

*In the case of Aviation Electronics Technician, the manner of wearing instructions should have included "... bottom of the tilting atom ring to the front."*—Ed.

## The Golden Mean—Er, Median

SIR: Your response to the letter appearing on Page 60 of the March 1970 issue contains an error in its usage of the word *mean*. As you may learn by consulting any competent dictionary, *median* is the word which describes that point in a set of numbers (or scores) such that half the numbers (or scores) in the set are above it and half below it. On the other hand, the mean of a set of numbers (or scores) is the average value.

For example, for the five numbers 3, 4, 5, 7, 11, the mean is equal to 6 and the median is equal to 5. —LTJG David B. Macneil, SC, USNR.

• *Thank you for correcting our error.*

*The rest of what we said in answering the letter to which you refer — which you may recall was a question about the factors in enlisted advancement — was correct.*

*The mean score (properly defined as the average of all raw scores) is assigned a "standard score" of 50 on advancement tests. From that point on, our account of the selection process was accurate.*—Ed.

## Apprentice Knot

SIR: I much enjoyed the letter from D. R. G. in the April 1970 issue on the figure-of-eight knot, also known

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Herndon (DD 638)*—The 28th anniversary reunion will be held in New York City 4-7 September. For information contact Angus Schmeltz, 35 Henry St., Succasunna, N. J. 07876.

• *uss Saratoga (CV 3)*—The 19th annual reunion will be held in San Diego 9-10 October. Former crewmembers may contact Doug Alley, 651 Balboa Ave., Coronado, Calif. 92118, for details.

• *VRF-3*—Former pilots and officers of Naval Air Ferry Squadron Three are invited to contact A. G. Willauer, P.O. Box 161, Reseda, Calif. 91335, for information regarding a proposed reunion.

• *uss Los Angeles (CA 135)*—Former crewmembers who served during the period 1951-1952 may contact Amos J. Andres, 642 W. 5th St., Dickinson, N. D. 58601, for information regarding a reunion.

as the Apprentice Knot—the insignie of the old-time apprentice boys. I was the last to wear it in active service. I still do in the lapel of my civilian outfit.

Yes, Mr. Editor, you are right; I am still "going strong" at 82, slowing down a bit, but still very active in the Great White Fleet Association and into doings of the U. S. Navy. I attend lots of Navy League meetings, etc.

Your answer to D. R. G. was correct in every detail. Over the years, many people in and out of the service have called the Apprentice Knot a square knot. It is not. The square knot is entirely different.

Many people do not know what the figure-of-eight knot was used for. When a man was using a block with a line reeved through it to lift heavy weights, he tied a figure-of-eight knot in the end to keep the line from slipping through when not in use.

Thanks for remembering me, and

keep up the good work.—TMC Harry S. Morris, USN (Ret).

• *Thank you, Chief, for your kind words and for the information on how the figure-of-eight knot was used. We wish you fair winds and a following sea for many more years.*

As we noted in the April issue, Chief Morris signed on as an apprentice in 1903 and retired in 1958. Since the apprentice recruiting program was abolished in 1904, he was, as far as he and we know, the last man on active duty to wear the figure-of-eight knot which was the distinguishing mark of former apprentice boys.

Now living in San Diego, Chief Morris is chairman of the Great White Fleet Association, an organization dedicated to preserving the memory of the fleet that sailed around the world from 1907 to 1909.

Nowadays, when he puts on his uniform for special occasions, the chief no longer wears his knot. In its place he has 13 gold service stripes—ample evidence of his almost lifelong service to the Navy.—Ed.

## About Those Evaluations . . .

SIR: The letter entitled *Even Multiples on Work* (ALL HANDS, April 1970) said the lowest mark on an enlisted performance evaluation is 2.2. This is not correct.

Article 3410150 of the *BuPers Manual* makes it clear that the lowest marking space—the right block of the far right column—represents 1.0 on the 4.0 scale. The left block of the right column represents 2.0, and working along to the left, the next column begins with 2.6 on the right side and 2.8 on the left. This system continues in even multiples to the left until the last and highest space represents 4.0.—PN1 R. W. N.

• *You are correct. In the letter to which you refer, we misrepresented what YNC H. H. J. actually wrote to ALL HANDS when he introduced the performance marking scale as a topic for discussion. He did not state that the marking blocks correspond only with the 10 even multiples from the lowest, 2.2, to the highest, 4.0. Give our typist an X in the far right column.*—Ed.





"Make your dog stap playing dead around the chow hall; it's bad on morale."



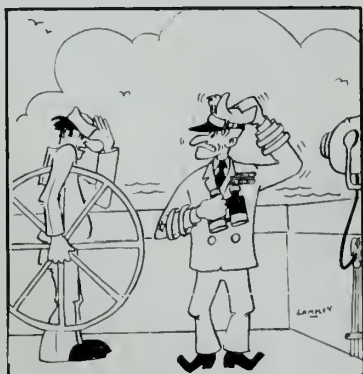
"This is control tower to XY 2; we're checking your position now."



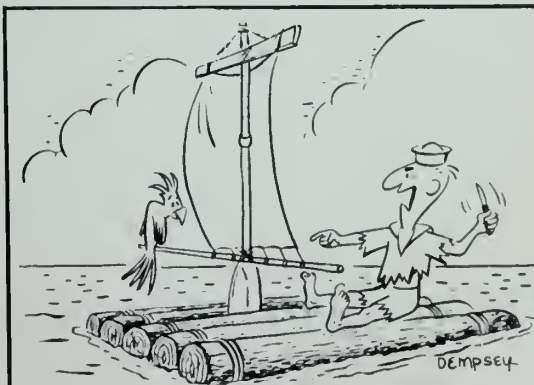
"Hey, Moose, where did you put my soldering iron?"



"Now, don't pull too hard."



"Sir, I'd like to report a steering casualty!"



"It's eggs or else. . ."

# TAFFRAIL TALK

**T**WO CARRIER LANDINGS aren't much of a naval aviation career—but for a pigeon it may be a record.

Airman Glenn Prove found the bird perched on a compass (trying to get his bearings, someone theorized) on the bow of *uss Intrepid* (CVS 11) while the ship was operating off Florida.

Anyone who knew AN Prove could guess what he'd do. Earlier, he'd launched bottles with enclosed messages; one, dropped off Corpus Christi, had brought a reply from the Florida Keys. And he'd raised pigeons before joining the Navy.

He attached a note to the bird's leg: "Your bird landed on our ship, please write back," with his name and the *Intrepid* FPO address. The pigeon took off—looking for another "bird farm," of course.

Soon Prove found himself summoned to the bridge, where the captain handed him a message from *uss Saratoga* (CVA 60).

"The pigeon landed aboard on number three wire with OK pass," said the dispatch. "Unable to determine whether NAVAID failure, or casual approach to carrier recognition, consider pigeon's judgment superb in selection of place to receive TLC. Due to fatigue and general rundown condition, pigeon admitted to sick bay. Will refuel and induct into AIMD for routine maintenance check prior to launching after arrival in port."

When the bird first landed on *Sara's* flight deck, it presented a command problem. No one was sure who had jurisdiction over feathered aviators. So it was passed around from the flight deck crew to the chaplain to the navigator—and then was finally taken in by the flight surgeon, who gave it a grounded chit and prescribed rest.

After two days of R&R aboard *Saratoga*, as the ship entered Mayport, the bird made its takeoff assisted by the carrier's launch crew. (Who else?)

Now only a problem of semantics remains. Sailors on both ships who were so inclined could ponder the question: was it a carrier pigeon looking for a home, or a homing pigeon looking for a carrier?

★ ★ ★

**T**HE PERFECT SAILOR'S COFFEE CUP has been invented. It's spill-proof.

According to the inventor, engineer Stan Russell of the U. S. Naval Oceanographic Office, "it can swing several degrees and the coffee barely even ripples. In two years I have never spilled a drop."

The spill-proof cup had humble origins. Mr. Russell started with an ordinary dime-store cup.

He made a metal frame that fits around the bottom and sides of the cup. Attached to the frame are three chains which converge on a carrying ring above.

The length of the chains was the critical factor.

"First we figured the slosh frequency—that's the frequency with which the coffee sloshes back and forth," he explains. "We did this by timing with a stopwatch the flicks of the coffee against the sides of the cup."

"Using the frequency we got from that, we computed the pendulum length to give the right pendulum frequency."

See how simple? You too can make a spill-proof cup.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: ANCHORS AWEIGH—**  
Musician 1st Class Glen Burnes blows a few oompahs on his sousaphone as *USS Wasp* (CVS 18) gets underway for a European cruise. He is a member of the Carrier Division 14 band. *Wasp* is flagship for the division. The band will play for the crew and in concerts at ports of call on the tour.





# A Salute to the Four Fleets





# ALL HANDS



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SEPTEMBER 1970







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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NUMBER 644

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• **FRONT COVER: DROPPING IN** — CH-46 Sea Knight helo approaches an LPH, Amphibious Assault ship. Linework drawing of photo is an adaptation by ALL HANDS staff artist Michael Tuffli.

• **AT LEFT: FILL 'ER UP**—Two sailors aboard USS Franklin D. Roosevelt (CVA 42) man the lines during an underway replenishment. Photo by PHAN P. H. Jenkins.

# THE NEW LOOK IN



**B**Y THE MID 70s, the destroyerman should begin to enjoy an environment at sea unlike any his forefathers dreamed possible.

Actually, it may be sooner, as the first of the Navy's 30 new ultramodern destroyers of the future — the *Spruance* class DD 963—will venture to sea late in 1974, her design and habitability features a far cry from the World War II greyhounds she and her sister ships are replacing.

Named in honor of the late Admiral Raymond A. Spruance, USN, hero of the Battle of Midway and ambassador to the Republic of the Philippines, DD 963 is patterned after one of the DD designs submitted by civilian shipbuilding firms. The contract was awarded on 23 Jun 1970. The estimated ship

cost, including government-furnished equipment and support, is \$83.4 million per ship.

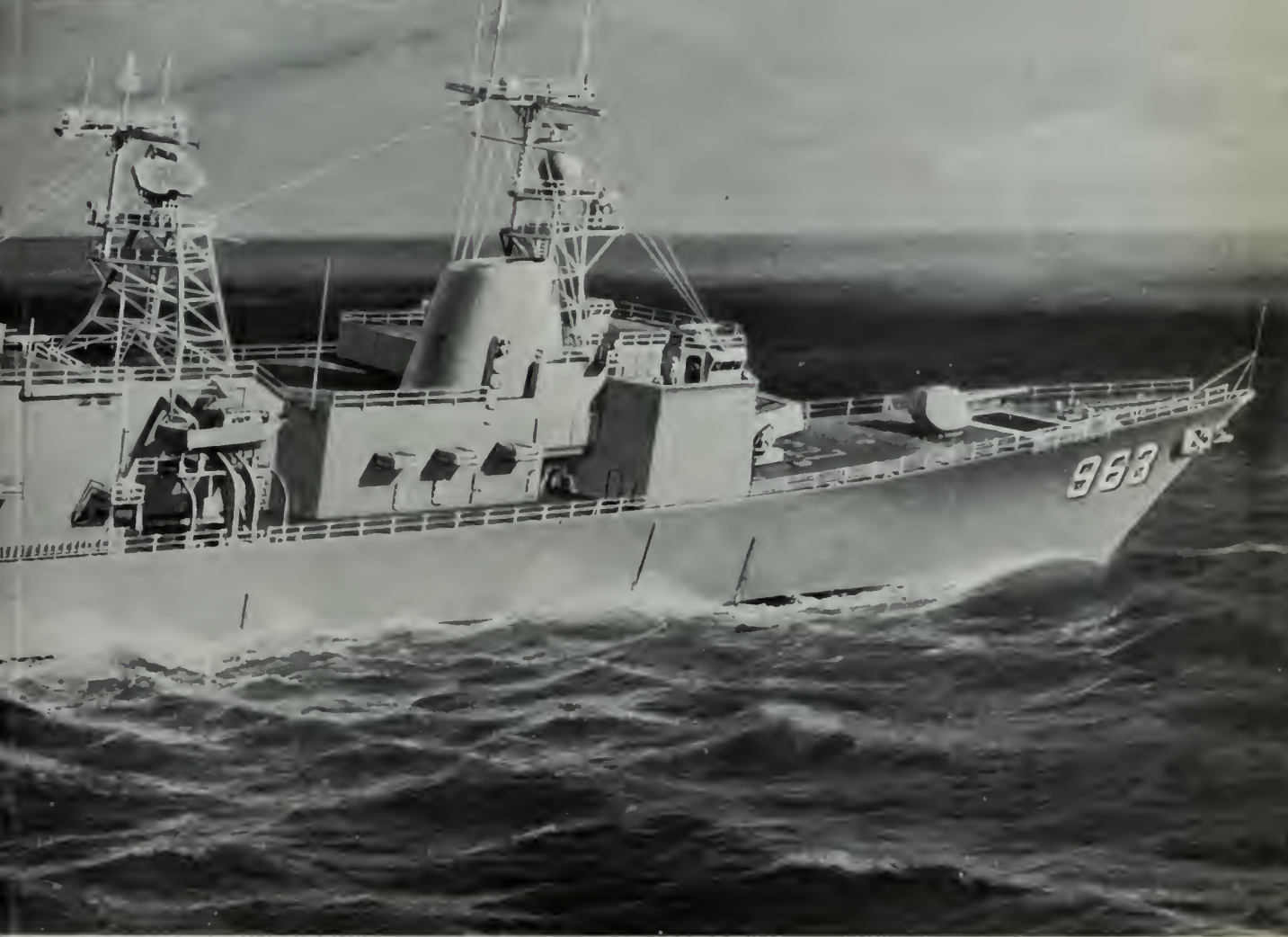
**F**ORMERLY KNOWN on the drawing board as the "DX" before given her official designation as *Spruance*, she is one of three classes of ships planned for construction to replace our World War II destroyers.

The other two classes, DXG and DLGN 38 (nuclear powered), will possess missile firing capability in addition to conventional weaponry similar to that planned for *Spruance*.

There are several innovations slated for the new 7000-ton DD that should make life at sea considerably more pleasant for the destroyerman, especially in terms of workability. Consider these:



# DDs



- To the maximum degree possible, *Spruance* will have maintenance-free gear. Long-life materials to be used include paints, plastics and space-age circuitry.

- The ship will be furnished with automatic troubleshooting equipment to assist the men on watch to pinpoint trouble spots. The combat system installed, for instance, will have computer programming geared for self-testing. In this respect, indicators will point out malfunctioning modules or circuit boards which may be replaced quickly before further damage results.

- Automation will simplify bridge control considerably and, as a result, manning should be cut down. Only one helmsman will be needed to control ship speed and direction instead of the two usually on watch in today's DD.

Artist's drawing of the Navy's DD 963 class destroyer. Shipboard habitability for the members of the crew is a big feature. These innovative and highly automated vessels will be complex weapon systems incorporating missiles, rocket-assisted torpedoes, electronic warfare equipment, automated gunfire control equipment, multi-purpose helicopters and a wide range of ship support systems. Antisubmarine warfare is the primary mission of the new vessels, but they can also carry out naval gunfire missions in support of amphibious assault and land forces.

*Spruance* will not require a watch station in steering aft since all functions can be performed from the bridge and the engineering operating station. And unlike the bridge instruments on today's destroyer, which are spread from port to starboard and back again, DD 963's bridge will have a compact console.

• Paramount among innovations in the new destroyer will be her power plant — gas turbine engines — a first in Navy destroyer design. The Navy announced last year that it was switching from Navy Standard Fuel Oil (NSFO) to a distillate fuel which can be used in gas turbine engines. The new fuel burns cleaner and therefore should eliminate the need to clean out boilers and fuel lines on our existing DDs that now become coated with sludge from the NSFO. After 1972, the Navy no longer will carry black oil.

The gas turbine engine of the type intended for use in *Spruance* will require about two-thirds the space of a standard steam propulsion plant.

**A**UTOMATION IN MAIN ENGINE CONTROL will make logging processes nearly all automatic. Computers will read instruments on a programmed schedule. If conditions are not normal, an alarm will sound. These automatic features will reduce the number of watchstanders in the engineering spaces. However, a damage control watch will continue to patrol the spaces, alert for such dangers to the ship as a human only might detect.

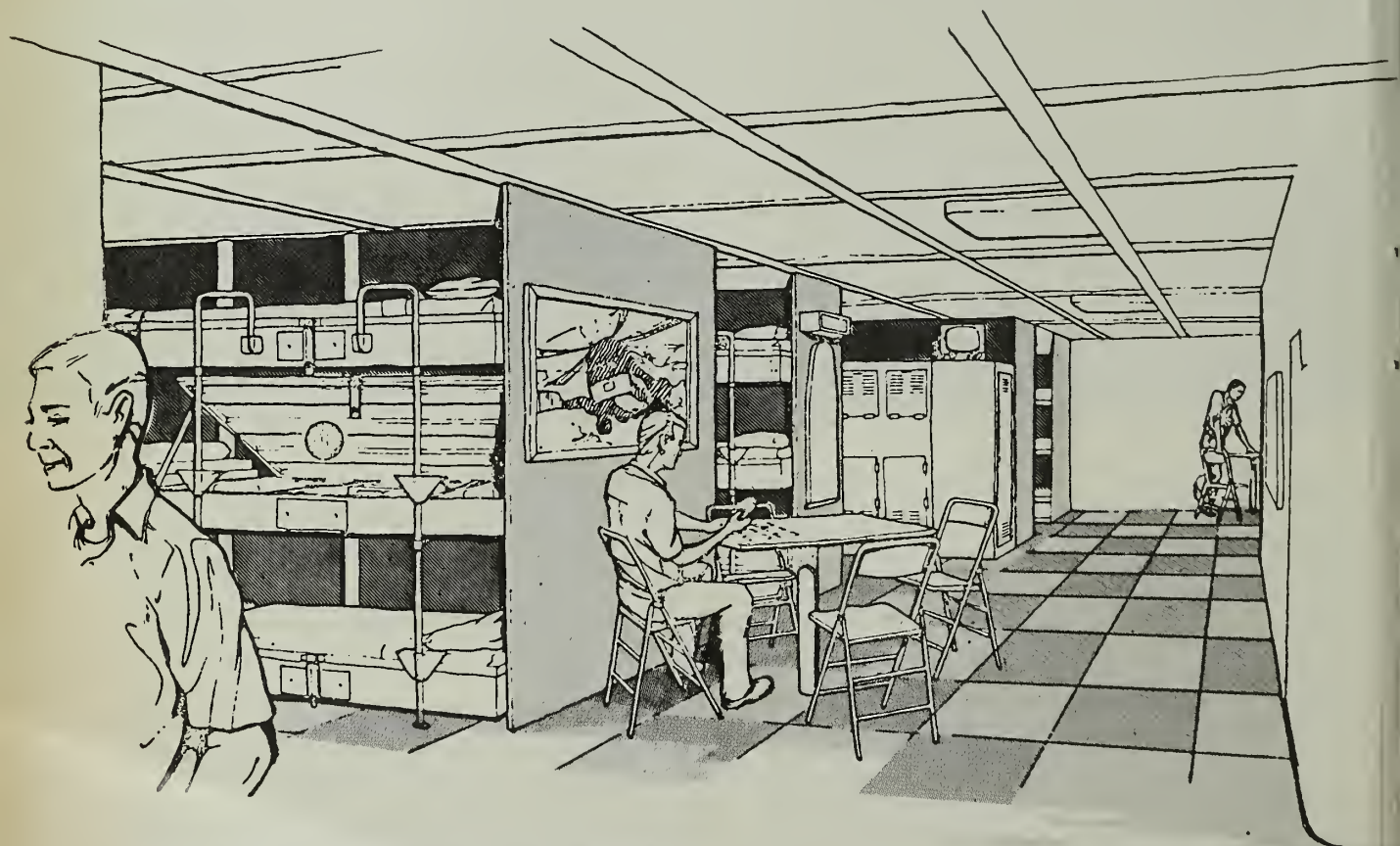
• Some of DD 963's equipment will be of the type that will enable the crew to maintain the ship through the rotatable pool concept. For example, when a gas turbine needs repair, the crew and tender force will

remove it from the ship, deliver it to a repair pool and pick up a replacement gas turbine. Thus, the destroyer need not be held up from going to sea because a piece of equipment must be repaired. To this end, DD 963 has been designed to make the ship as easy to operate, maintain and repair as possible.

**S**INCE THE NEW DESTROYER will be equipped with a gas turbine, the Navy may have to consider the establishment of a new rating, or perhaps a specialty within a present engineering rating, to serve the gas turbine plant. There are surface ratings familiar with the operation of gas turbine generators, but they are few.

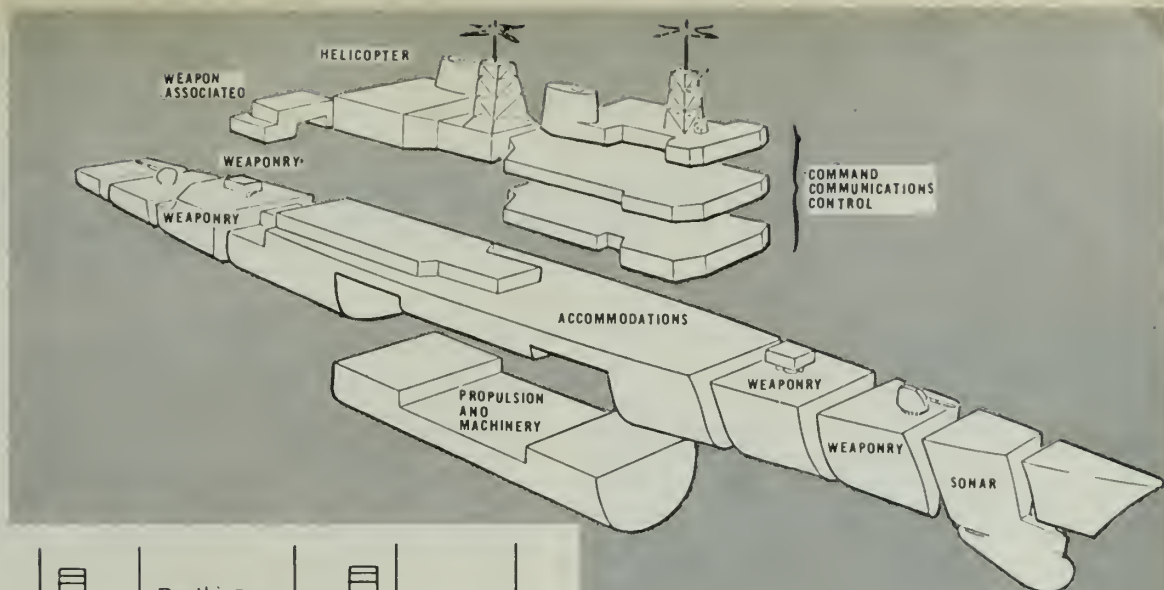
Routine duties on *Spruance* will be less of a burden to the individual seaman. Due to several automation features, he'll spend less time on working parties. One back saver is the weatherdeck-to-storage conveyor and elevator system to be used to transfer supplies and foodstuffs to any below-deck level, one of which will have a direct passageway extending from bow to stern. This will enable supplies to be transferred completely free of weather problems, always a concern to destroyermen.

A major consideration in the design of the new destroyer is its ability to withstand torpedo or mine attack. Damage control makes use of closures to restrict

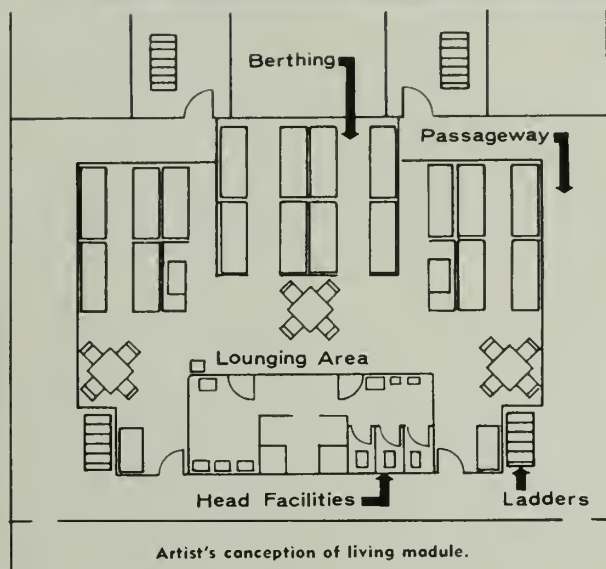


Artist's conception of accommodations—typical living module.





Artist's concept of functional areas. Note accommodations at center.



Artist's conception of living module.

the spread of fire, and features more automatic sensing devices which will help in detecting the need for damage control.

Above decks, *Spruance* (and the proposed nuclear-powered frigate) will be fitted with a sizable helo facility aft for manned helicopter operations. The ship will be designed with hangar bays in the upper structure where either two UH-2 *Seasprite* helicopters or one SH-3 *Sea King* helicopter may be chocked. These aircraft will serve as airborne units for antisubmarine warfare, electronic countermeasure, missile defense, or search and rescue missions.

OF PRIMARY INTEREST to the 270-man crew will be the larger living and working spaces, and the generous spaces devoted to recreation. Considerable study, with the greatest possible comfort for the crew in mind, went into the basic design of the new ship. Through analysis, the point of minimum pitch and roll was determined, and it is here the berthing and messing spaces have been centralized. In this same interest, the roll of the new destroyer will be less than

her predecessor's; pitch will also be reduced.

Sound will be isolated from the living spaces as much as possible, and there will be no direct passageways through spaces where men sleep. Partitions in the berthing quarters are being arranged to give added privacy to the living areas. Plans call for all spaces to be air-conditioned.

That's some idea of what *Spruance* should be like. At any rate, within the next eight years, the Navy expects not only to have destroyers sleek enough to meet the needs of a fast task force, but also to have ships with habitability features second to none.

—Chief Journalist Marc Whetstone, USN.

**A**FTER *Spruance* has been fitted out by her civilian contractor, stocked with supplies and equipment, and topped off with her new fuel, model-trained Navy crewmen will go on board and take her to sea.

This "Operation Turn Key" program, featuring direct transfer of the ship from builder to operator, is expected to save from four to six months, since there will be no fitting-out period in a Navy shipyard. Ship and crew will be ready at the same time, and the crew will be able to concentrate on training instead of the usual moving-aboard problems.

Never has the Navy procured destroyers in this manner. It's a revolutionary approach to building warships, whereby the Navy has gone to industry with an idea of what is needed rather than restricting imaginative design by setting down hard-core military specifications.

# First Report



*Before assuming his new role and responsibilities as the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., visited a number of ships and stations in the Pacific Fleet to talk with Navy men, enlisted and officer, and gain their views on matters relating to the new Navy. Shortly after assuming his job as Chief of Naval Operations, he made a similar tour of Atlantic Fleet ships, discussing personnel and retention matters. In Norfolk, he addressed Atlantic Fleet junior officers and enlisted men, pointing up the Navy's interest in the important role of youth. Admiral Zumwalt himself is the youngest CNO in U. S. history. The subject of retention aimed at the young Navyman is a recurring theme in his remarks, as exemplified in his address at the U. S. Naval Academy, Annapolis, Md. In that speech he discussed significant problems and challenges which the Navy faces. Excerpts of his speech are reported here for the information of the Fleet.*

**F**OR THE PAST 20 months, I have been intimately associated in war with the young men of the Brown Water Navy. My skippers were young petty officers, ensigns, and lieutenants junior and senior grade. All performed magnificently and with great courage.

● **MEETING WITH THE FLEET**—ADM Zumwalt meets Navy men on board two ships an ocean apart. Two pictures at left were taken aboard USS Sylvan (AFS 2) in Norfolk this July. Below and opposite page, prospective CNO visits USS Farrel (CVA 59) in Med in May.





# from CNO

I came to know their problems, their hopes and their aspirations. Thus, by virtue of my relatively short span as a senior officer, my knowledge of the problems of our middle grade officers is fresher and, as a result of my Vietnam service, my understanding of the younger naval personnel is better than had I myself come to this job in later years.

With this perspective, I hope in the following months to communicate to the officers and men of our Navy and I intend, myself, to be guided by certain thoughts on problems and opportunities.

Our significant problems are as follows:

- We must all be concerned by the fact that increasing numbers of superior officers and men are leaving the naval service and that our experience level is dropping to a dangerous low. If we are to survive, enough of our finest youth must choose military careers. Personnel management and some personnel procedures must be altered to conform to changing social attitudes.

- Our national priorities are changing. There is quite properly increased competition for personnel and resources between military and domestic programs leading to a reduction in resources the nation is able to commit to national defense.

- The concept of military preparedness is being questioned by an alienated segment of our population.

- In the face of all these problems, the Soviet Navy continues to advance in size, versatility and quality, confronting us on oceans where we once sailed unchallenged.

**B**UT IF THE CHALLENGES are great, the opportunity has never been greater.

- With fewer military forces based abroad in the future, our nation will need the versatility and mobility of sea-based forces more than ever before.

- Our Marine Corps, our *Polaris* forces, and our carrier striking forces off Vietnam are at a peak of operational readiness.

- We have the finest and most dedicated officers and men that the United States Navy has ever known.

There can be no doubt that the United States must continue to have a strong military posture. Our sea-borne role provides careers dedicated to preparedness for the whole gamut of modern warfare. Coincident to that fact are outstanding opportunities available to qualified youngsters for an adventurous, fruitful career of service to our country.

**I**N THE LIGHT of these problems and opportunities, the primary objectiveness of my teneure are simply stated. They are, within the funds that the country can make available to the Navy:

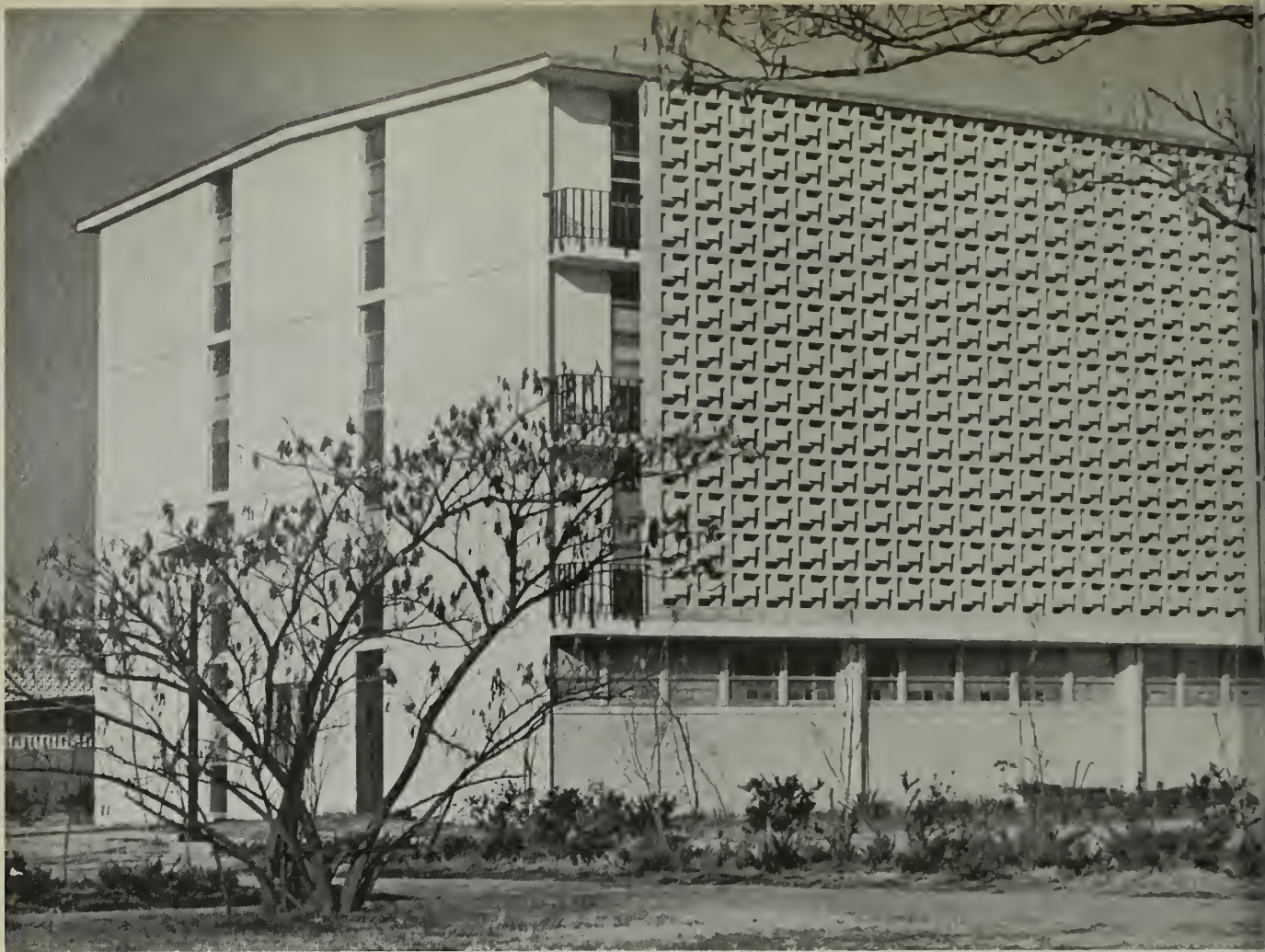
- To achieve a balance between the force levels to meet the present threat and the acquisition of new ships and weapons to meet the future threat.

- To achieve a balance between the demands we make on our people and the rewards of a naval career. Retention of qualified personnel is mandatory not only for today's readiness, but also for tomorrow's leadership.

The essence of leadership is to lay out one's objectives and to meet these objectives in a manner that provides satisfaction for our people in their jobs and in their personal lives. I have been entrusted with that leadership.

I pledge to our Secretary of Defense, to our Secretary of the Navy and, most important, to the officers and men of the U. S. Navy and Marine Corps, to take on that task with zest and dedication.





# BEQs, FAMILY

**O**NE NAVYMAN SHARES A ROOM with two friends in a modern apartment building. Outside his room are carpeted hallways and a landscaped courtyard; inside there's comfortable furniture, walk-in wardrobes and controls for central heating and air-conditioning. A few steps down the hall is a TV lounge.

Then there's the Navyman who sleeps in a barracks with 30 other men. When it gets hot, he sits in front of a fan to cool off. He keeps his clothes in a crowded locker and has to go to the library to find a comfortable chair.

There aren't many who have it this bad and, fortunately, the few who do can look forward to more comfortable living accommodations. There's a push for more and better government housing, part of a growing emphasis on Navymen's personal needs. Officials have recommended increased construction of both on-base Bachelor Enlisted Quarters (BEQs) and off-base family housing.

To cite some examples, take a look at the following





# HOUSING

roundup of recent construction. It doesn't tell the full story, of course, but the story and the pictures are impressive.

## Bachelor Enlisted Quarters

**H**OUSING OFFICIALS SAY they're trying to get away from the old concept of a "barracks" for enlisted bachelors. For one thing, there'll be no more construction of open-bay dormitories, except for recruits. Instead the BEQ program aims at providing private rooms for chiefs, two-man rooms for 1st and 2nd class petty officers, and three-man rooms for lower pay grades.

Comfort and "livability" are also being emphasized in new housing projects. Things like built-in wardrobes, individual desks, tasteful carpets and drapes, and air-conditioning go a long way toward making a room into a home.

The program for Fiscal Year 1970 calls for the construction of BEQs to house more than 12,000 enlisted

• **NAVY HOUSING**—Left: One of 17 new Bachelor Enlisted Quarters at NAS Memphis. Above: Two views of new Ouellet Hall, ultramodern BEQ of NAS North Island, due to open in November.

## BEQs, FAMILY HOUSING

men and women. Contracts are now being bid for new quarters all over the country, from Adak to Orlando.

Among recently completed projects are two ultra-modern bachelor enlisted quarters that officially opened last spring at the Seabee Center, Davisville, R. I.

The new quarters made 124 rooms available for up to 744 men, although normal capacity will be held to 496. Individual rooms are designed for six men, but two or four Navymen are presently being assigned to a room.

The exterior of the buildings is brick veneer with marble chip panels. Interiors are in pastel shades and are fully furnished with drapes and rugs, built-in wardrobes, easy chairs, desks, and innerspring-mattress beds. A group of enlisted men—the Barracks Advisory Board—was active in selecting the BEQs' furnishings.

Each of the four floors has modern bath facilities, with a laundry room and lounge for study and television on alternate floors. The new quarters were built near base recreation facilities, the chapel, library and enlisted dining hall for the convenience of the Seabees who live in the buildings.

**A**LMOST 12,000 MILES away, Naval Mobile Construction Battalion Three is at work replacing well-worn steel quonset huts at Camp Kinser, Okinawa, with modern, concrete masonry BEQs. The camp, located east of Kadena Air Force Base, was built during World War II and has been the home of Seabee battalions deployed to Okinawa for many years.

The present quonset hut barracks have been in use for longer than anyone cares to remember. Shower and sanitary facilities are located in separate huts. In the winter, heat comes from two fuel oil space heaters, one at each end of the 96-foot dormitory rooms. In the summer the barracks are cooled by fans.

In contrast, the new BEQs incorporate many advanced construction techniques and provide facilities that should make living cleaner and more comfortable for deployed Seabees. The rooms house three or four men, with complete laundry and toilet facilities, a concession area and a crew's lounge in each building. Every room has its own air-conditioning and heating controls.

The modernizing program at Camp Kinser has also included the construction of a 500-man capacity mess hall and a modern network of roads.

**M**EANWHILE, BACK IN THE STATES, new BEQs are going up at bases all over the country. A few of the highlights:

- There's a building boom at NAS Memphis. A new

840-man BEQ will consist of five buildings clustered around a community center. Construction of another BEQ—this one to house 1680 men—is scheduled to begin next year.

There are also nine student quarters presently under construction, each designed to house 208 men in two-, three- and four-man rooms. By 1976 Navy Memphis hopes to have 48 new buildings to berth its growing student population.

To satisfy these students' other needs, a new Navy Exchange retail store and a four-island service station have been completed, and construction is underway on a 230-bed hospital, and a new EM club complete with bar, ballroom and dining room. The Acey-Deucey Club has been extensively remodeled and work continues on Lake House, a snack bar and party facility on a hill overlooking the station's man-made lake.

Three new recreation areas are being developed and will include a softball field, volleyball and basketball courts, and a play area for the children (complete with slides, swings and jungle bars).

• Across the country at NAS North Island, Ouellet Hall was dedicated last winter. The modern 750-man enlisted quarters is named after a seaman—David Ouellet—who was posthumously awarded the Medal of Honor for heroism in Vietnam. While serving aboard a river patrol boat, SN Ouellet threw himself on an enemy grenade to save his shipmates' lives. Ouellet's parents helped dedicate the new dormitory complex.

Planning for construction of 100 motel-like family units began this spring at North Island. The complex





is designed to satisfy the temporary housing needs of newly transferred Navymen and their families at low cost.

- Five hundred miles up the coast, enlisted men moved into a hotel-like, 1536-man BEQ at Treasure Island. The building is named in honor of Radarman First Class Wilbur L. Cosson, killed in Vietnam while serving as patrol officer on a river patrol boat. He was posthumously awarded the Silver Star for "conspicuous gallantry and intrepidity."

**C**OSSON HALL is constructed on a special foundation of wooden pilings driven into the sandy ground. The pilings displace the soil and "densify" the earth for protection against earthquakes.

The new enlisted quarters is a four-story, cartwheel-shaped building, with a TV lounge and laundry facilities on each floor. Four men occupy each room on the first three floors, which are reserved for seamen. On the top floor are rooms for chief petty officers.

A second, similar BEQ was scheduled for completion this summer and was to bear the name of Sage Hall, in honor of three Navy brothers who lost their lives at sea.

- At NAS Corpus Christi, 500 enlisted men have settled into a three-wing BEQ with central heating and air-conditioning. The spacious four-man rooms have large storage cabinets and desks with individual reading lamps. It came through the recent hurricane without damage—in fact, it was used as temporary housing for families riding out the storm.

- NTC Great Lakes now has three new BEQs and two rehabilitated buildings for its staff. The new quarters are concrete with brick and glass walls.

Two of the new buildings berth 766 men in four-man rooms; the other houses enlisted women and boasts three TV lounges, washers and dryers, two kitchens and coordinated color schemes. All three buildings have fully carpeted lounges, extra-large wardrobes and fluorescent lighting.

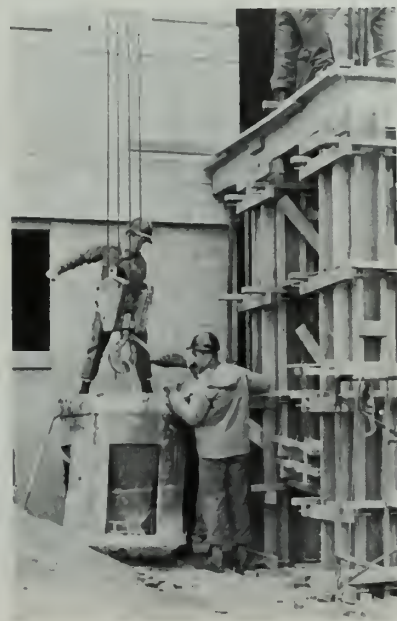
Improvements in the refurbished buildings include new drop ceilings, partitions for greater privacy, new drapes, rugs, lounges and TV rooms on every floor.

The five buildings replaced barracks constructed during World War II.

- Six hundred male students at the Hospital Corps School in Great Lakes are living in style in a BEQ that opened last summer. The three-story building has two TV lounges on every floor and a large game room in the basement. The three-man rooms are furnished with built-in closets, new furniture and drapes, and area carpets.

The new BEQ is the first unit in a planned three-building complex for the school. The second, an enlisted women's quarters, was scheduled for completion this year. The third building will contain classrooms, an auditorium, and a library.

- From left: BEQ at Naval Medical Center, Bethesda. Seabees work on new CPO quarters at Camp Kinser, Okinawa. 500-man mess hall, also at Camp Kinser, another part of modernization project.



## BEQs, FAMILY HOUSING

• Construction of an enlisted men's quarters at the National Naval Medical Center in Bethesda marked a beginning of the new trend in bachelor housing design, away from the old "barracks" concept and toward greater privacy and comfort for enlisted Navymen.

Instead of the large, open dormitory structure, the new building is composed of 15 module units. Each unit consists of six four-man rooms with separate bath and lounge facilities. The units are loosely connected by exterior corridors, and the entire building is cooled by central air-conditioning.

The new BEQ was built on ground where a temporary World War II barracks had stood. It represents, as well as any building, the progress the Navy is making in solving its housing problems.

### Family Housing

**T**HE HOUSING NEEDS of married Navymen aren't being neglected, either. The Navy already owns nearly 83,000 family units in the States and overseas; another 7000 are under construction. The program for fiscal year 1970 as approved by Congress provided authorization and funding for almost 2000 more units.

Secretary of the Navy Chafee has pushed for new

construction and also supported proposals for extending the variable housing allowance to cover servicemen stationed in areas of the United States where government quarters are scarce and private housing costs are above average.

Recently completed Navy housing at NTC Great Lakes and NAS Quonset Point might be taken as typical of projects now underway.

The 140 enlisted men's and 60 officers' family quarters at Great Lakes were scheduled for occupancy last winter. Officers' split-level homes were arranged in single, double and quad units; enlisted homes were clustered in fours and sixes around inner courtyards.

Five pastel color schemes brighten the houses' exteriors and the area is landscaped with newly planted trees and freshly seeded lawns. A gas stove, refrigerator and TV antenna are furnished in every unit.

• **MODERN LIVING**—Above, left to right: New BEQ at Seabee Center Davisville. Congressman John Young speaks at dedication of BEQ at NAS Corpus Christi. Interior of Bethesda BEQ cubicle. Below, l-r: Artist's conception of Solomons, Md., recreation center clubhouse. NAS Corpus Christi Bachelor Officers' Quarters. Lounge in Bethesda BEQ, a comfortable place to read, unwind or socialize.





Six states away, Quonset Point boasts a new 200-unit townhouse complex for the families of enlisted men. The units range in size from two to four bedrooms.

Each town house has ample parking and storage space. A utility shed at the rear houses bicycles, trash cans and gardening tools. In front is a lawn and patio area designed to provide privacy for every family.

**A** NEW RECREATION CENTER outside Washington, D. C., opened last spring and is already besieged by eager vacationers. The center is at Solomons, Md., and accommodates 400 guests who can rent cottages or park their campers and pitch their tents on prepared campsites. Reservations are going fast.

Other facilities will include a swimming pool, miniature golf course and driving range, recreation lodge, snack bar, and facilities for boating, fishing and water skiing.

As the new BEQs and family quarters are constructed, the waiting lists should shorten and the old barracks will disappear. Life will be that much better for Navymen and their families.

—JO2 Jim Shields, USN.



## Improved Personnel Services

**H**OUSING IS ONLY PART of a wider drive to make naval service a better way of life for the Navyman and his family.

Ever since the Career Motivation Conference of 1969 focused attention on the personal needs of Navy men and women, the Navy has been reviewing procedures and regulations. This review has resulted in many new policies advantageous to servicemen, among them:

**Benefits for PO3s**—Career personnel benefits have been extended to career-designated 3rd class petty officers. If you've served more than two years and have an active duty obligation of six years or more, you're included. Among the benefits now available to these PO3s are government-paid travel of dependents and transportation of household goods between duty stations, dislocation and trailer allowances, transportation of automobile overseas, and overseas and evacuation allowances.

**Parking**—OpNav Notice 11000 (19 Mar 1970) required a review of existing parking facilities and the identification of shortages—particularly in Fleet home ports. Local commands have been encouraged to hold individually assigned spaces to a minimum, and to explore the possibility of leasing commercial parking lots near the base or establishing bus service to fringe parking areas during peak hours. Planning standards for new parking spaces now take the needs of Fleet personnel into account more fully.

**Storage**—OpNav Notice 1740 (14 Jan 1970) directed local commands to develop storage facilities ashore for the use of deployed Navymen. Fleet bachelors' personal effects and automobiles could then be kept on base while they were overseas. The advantages of this arrangement are evident: low cost, security and convenience.

**Family Assistance**—OpNav Notice 1750 (5 Feb 1970) strengthened the link between deployed Navymen and their families by establishing a contact officer in each ship's home port. This officer will assist Navy families in times of emergency, provide advice in personal matters, and supply up-to-date information about a ship's overseas activities.

**Recreation**—A review of recreation facilities is underway to insure that local regulations are kept to the minimum necessary, and that hours of operation are responsive to the needs of the Fleet.

For more details on the Career Motivation Conference recommendations, see *ALL HANDS*, May 1970 and November 1969.





# ACTOV ASAP: Vietnamization



**T**HE NAVY is still in the Republic of Vietnam, but every day it becomes more Vietnamese and less American.

Ships and boats continue to be transferred to the Republic of Vietnam under the Accelerated Turnover program (ACTOV). Turnovers have included LSTs, coastal surveillance patrol craft, Coast Guard cutters, various logistic and support craft, and over 400 river

patrol and assault craft. The Republic of Vietnam now owns over half of the original force of U. S. Navy craft in-country.

An important part of the ACTOV program has been the training of Vietnamese to take over assignments now handled by U. S. Navymen. Prospective Vietnamese PBR and swift boat sailors are trained at the Small Boat Schools in Saigon and Ben Thuy, and integrated into American crews for on-the-job training. There are also programs underway to train Vietnamese Seabees and amphibious Seal teams.

**R**ECENT VIETNAMIZATION programs have included:  
• Command of Operation *Giant Slingshot* was transferred to the Vietnamese Navy last May.

*Giant Slingshot* was an outgrowth of Operation *Sea-lords*, which began in 1968 and had the mission of stopping the movement of enemy troops and supplies along the waterways of the Mekong Delta. Riverine forces still patrol the 203 miles of the Vam Co Dong and Vam Co Tay daily. The two rivers—which con-

Opposite page, top: Monitor patrols river in Mekong Delta. Bottom: U. S. Navymen in fatigues file off riverine assault craft being turned over to white-uniformed Vietnamese. This page: U. S. crewmen hold flags from riverine craft transferred to RVN.

## Vietnamization

verge 15 miles south of Saigon — had been dominated by the enemy and used to infiltrate communist troops from the "Parrot's Beak" region of Cambodia.

U. S. and Vietnamese Navymen are carrying out daytime operations — searching sampans and checking Vietnamese ID cards — and expanding nighttime patrols, since this is when the enemy usually tries to make use of the waterways.

The first all-Vietnamese naval units were assigned to *Giant Slingshot* in February 1969, and four months later a combined command was established. The 2000 Navymen, Vietnamese and American, assigned to the operation, man approximately 115 boats, most of them river patrol and assault craft. Eighty-five of these boats had been turned over to the Vietnamese by last spring.

- At Cam Ranh Bay, Vietnamese Navymen are being trained in Seal tactics during a 16-week program which will qualify them to carry out amphibious combat patrols in a jungle environment.

The instruction, like its American counterpart, features physical conditioning and specialized training in demolition, scuba diving, hydrographic reconnaissance and small unit tactics. The instructors are fully qualified Vietnamese, assisted by U. S. Navy Seals.

Of the 256 Vietnamese Navymen who volunteered, and the 109 who passed the initial Seal trials, only 35 remain (an attrition rate about equal to that of U. S. Seal training programs). Graduates will form the first VNN Seal platoons.

- Sixteen members of the Vietnamese Navy recently completed an eight-week course in American construction methods given by Naval Mobile Construction Battalion Seven. The program included basic training in equipment operation, maintenance and prefabrication techniques.

The Vietnamese Seabees were scheduled to return to their units to teach other members of Vietnamese construction battalions the skills they have learned.

- Seabees and Vietnamese servicemen worked side by side at 17 bases throughout the country to build adequate dependent housing for the Vietnamese Navy.

**Top:** Republic of Vietnam flag flies from a riverine craft on the way to Nha Be after U. S. turned craft over to the Vietnamese navy. **Bottom:** As the last American crewmen of USS *Prawess* (IX 305) stand at attention on the pier, RVN navymen file on board in New York turnover. The minesweeper became *Ha-Hai* (HQ 13).







Planning and site preparation were underway at another 24 bases.

Almost a thousand units had been completed by last May and another 800 were under construction.

At An Thoi alone, more than 200 shelters are being built. Each shelter, designed to house six persons, has two 12-by-12-foot rooms. They are constructed on a concrete base with a metal roof, and are turned over when completed to the Vietnamese base commander for distribution on a "need" basis.

• NSA Da Nang transferred 13 logistic craft to the Vietnamese Navy during the seven-month period ending last June. Training of Vietnamese navymen in the skills required to operate support logistic craft has been underway since late 1968.

During recent months NSA Da Nang has also turned over the logistic support functions of four detachments to the U.S. Army, a step preparatory to their use as ACTOV bases.

Latest to be affected was the detachment at Chu Lai, which had handled thousands of tons of ammunition, fuel, machinery and medical supplies every month. Eventually, Vietnamese Navymen trained in craft repair and maintenance will be assigned to the bases.

• Landing Ship Squadron Two — USS *Iredell County* (LST 839) and *Clark County* (LST 601) — withdrew from the Mekong Delta after four years' duty as resupply ships for the Mobile Riverine Force. The Vietnamese Navy took over the tasks of the squadron.

• Two patrol escort ships were turned over to the Vietnamese Navy in New York City last June. The former USS *Prowess* (IX 305) became the *Ha-Hoi*; the second ship, the former *Amherst* (PCER 853), became the *Van-Kiep II*. After training in New York and Norfolk, the two ships will leave for Vietnam.

• Civilian contractors for the Naval Facilities Engineering Command turned over the operation of the An Giang quarry to their South Vietnamese employees. The quarry is the major source of crushed rock in the Mekong Delta.

—JO2 Jim Shields, USN.

From top: Seabees teach construction techniques to Vietnamese servicemen. RVN Seal trainees practice at Com Ranh Bay. At Binh Thuy naval base, Vietnamese seaman receives on-the-job training certificate from instructor. The term ACTOV stands for the U. S. Navy's program for "Accelerated Turnover to the Vietnamese."

# "NEY" Awards

• Right: USS Mahan (DLG 11), winner at 1970 Ney award with the best large mess afloat.

**T**HE COMPETITION was as close as ever, but two ships and two shore stations were finally judged to have produced the best chow during the last fiscal year.

The Navy's guide to good eating — the Edward Francis Ney Memorial Awards — gave the highest ratings to:

- USS *Tom Green County* (LST 1159) — Best Small Mess Afloat.
- USS *Mahan* (DLG 111) — Best Large Mess Afloat.
- Puget Sound Naval Shipyard, Bremerton — Best Small Mess Ashore.
- Naval Communications Station, Honolulu — Best Large Mess Ashore.

**R**UNNERS-UP for the 1970 Ney Awards were:  
Small Afloat — USS *Rigel* (AF 58) and USS *Wiltsie*.

Large Afloat — USS *Sperry* (AS 12) and USS *Intrepid* (CVS 11).

Small Ashore — Naval Communications Station, Londonderry, Ireland, and Naval Weapons Station, Charleston.

Large Ashore — Naval Training Center, Orlando, and Naval Construction Battalion Center, Davisville.

**T**HE NEY AWARDS PROGRAM was established in 1958 by the Secretary of the Navy as a way to recognize the extra effort put forth by general mess facilities in food preparation, service and management.

The competition commemorates the late Captain Edward F. Ney, World War II director of the Subsistence Division, Bureau of Supplies and Accounts (now Naval Supply Systems Command), who was responsible for many improvements in the Navy's food service organization.

It has never been easy to pick four messes as "best," considering there are some 1100 general messes which daily serve approximately 380,000 Navy men and women.

To find the best for the most recent awards, force and area commanders, and district commandants, nominated 60 general messes considered to be the finest in their jurisdictions. (Nominees are listed below.)

Those with an allowance of 300 or fewer rations competed for small ashore and small afloat honors; those which serve more than 300 rations competed in the large afloat and large ashore categories.

The latest nominees included such giant activities as NTC Great Lakes, which provides three meals a day for more than 17,000 recruits, and the carrier USS *Kitty Hawk* (CVA 63), which has meals for some 4000 men on a round-the-clock basis.





At the opposite extreme, the Naval Weapons Laboratory at Dahlgren, Va., which serves only 35 men, was selected for the fifth consecutive year to represent Naval District Washington in the small mess category.

Two of the nominees, Naval Station Long Beach and Naval Radio Station Fort Allen, Puerto Rico, were winners of the respective large and small shore categories last year, and one of this year's winners, Naval Communications Station Honolulu, had won top Ney Award honors in 1968.

Two other nominees showed the geographical spread of participating activities; the general mess at Naval Station Keflavik, Iceland, matched its food service, though in a different competitive group, with the Naval Communications Station in Western Australia.

**E**ACH NOMINEE WAS VISITED by the officers in charge of the Navy's Food Management Teams which rep-

resent the Ney Awards committee. The teams evaluated each mess on operating procedures, food quality, effectiveness of management, and efficiency of food preparation and service. One day was spent at each command.

After these evaluations, the Ney Awards committee selected the three finalists named above for each of the four categories, and a five-man Ney Awards traveling committee visited the finalists to make on-site evaluations. This year the team, comprised of representatives from the Subsistence Office, Bureau of Medicine and Surgery, and Food Service Executives Association (a fraternal organization devoted to excellence in food service), traveled almost 30,000 miles to evaluate the messes.

Each finalist was provided with a choice of menus, one of which was served to committee members for evaluation.

Judging also was based on the mess's entire food operation, from command interest to management.

● Below: USS Tom Green County (LST 1159), judged as serving the best food among small ships. Right: Mess of Naval Communications Station, Honolulu, won award for the best food among larger shore stations.



## NEY AWARDS



• USS Howard W. Gilmore (AS 16) mess won first place in '67.



• Typical menu at an award-winning chow hall in recent competition.

**T**HE NAVY'S BEST messes receive the prestige they deserve, plus some tangible benefits. Each of the four winners and eight runners-up received a plaque for permanent display aboard the ship or station.

Also, the food service officer and leading commissaryman from each of the four winning messes were guests of the Food Service Executive Association at its annual convention — this year held in Honolulu.

In addition, the winners and first runners-up are entitled to send one commissaryman to Ithaca, N. Y., for a two-week course in professional cookery at Cornell University's School of Hotel and Restaurant Ad-

ministration. The winners then work for one week with the food staff of Statler Hall, a student-operated hotel at Cornell.

### Ney Award Nominees

**A** LONG WITH THE FOUR Ney Award winners and eight runners-up listed above, the following ships and stations were nominated for 1970 food service awards. Type commanders, district commandants, and overseas area and force commanders considered these commands to have the most outstanding messes under their jurisdictions:

## NEY AWARDS HONOR ROLL

Here's the honor roll of Ney Award Winners since the program was established in 1958. Note that until 1964, there were only two competitive categories—one afloat and one ashore. In 1964, the afloat division was divided into large (more than 300 rations) and small (less than 300) ship categories, giving the ships a more equitable basis for competition. In 1968, this same policy was introduced to the shore station competition. Only four commands have won more than one Ney Award; these are indicated with asterisks.

**1958**—*Franklin D. Roosevelt* (CVA 42) and Naval Station Guantanamo Bay\*

**1959**—*Paul Revere* (APA 248) and Naval Communications Facility, Kami Seya, Japan

**1960**—*Saint Paul* (CA 73) and Naval Station Guantanamo Bay\*

**1961**—*Courtney* (DE 1021) and Naval Air Station Patuxent River, Md.

**1962**—*Kawishiwi* (AO 146) and Naval Air Station Miramar, Calif.\*

**1963**—*Frank E. Evans* (DD 754) and Submarine Base, Pearl Harbor

**1964**—*Observation Island* (EAG 154); *Tracer* (AGR 15) and Naval Air Station Corpus Christi

**1965**—*Oriskany* (CVA 34); *Skagit* (AKA 105) and NTC Great Lakes

**1966**—*Gridley* (DLG 21); *Semmes* (DDG 18) and NAS Miramar\*

**1967**—*Howard W. Gilmore* (AS 16); *Denebola* (AF 56) and Naval Communications Station, San Miguel, Republic of the Philippines

**1968**—*Wright* (CC 2)\*; *Ashland* (LSD 1); Naval Communications Station Honolulu\* and Naval Radio Station, Ft. Allen, Puerto Rico\*

**1969**—*Wright* (CC 2)\*; *Peacock* (MSC 198); Naval Station, Long Beach, and Naval Radio Station, Ft. Allen, Puerto Rico\*

**1970**—*Mahan* (DLG 11); *Tom Green County* (LST 1159); Naval Communications Station Honolulu\* and Puget Sound Naval Shipyard, Bremerton





• This salad bar presents varied foods in an attractive manner.

Brumby (DE 1044)  
Bold (MSO 424)  
Plymouth Rock (LSD 29)  
Denebola (AF 56)

#### Small Afloat

Bergall (SSN 667)  
Whippoorwill (MSC 207)  
Chara (AE 31)  
Sabalo (SS 302)

Puget Sound (AD 38)  
Pocono (LCC 16)  
Amphion (AR 13)  
Milwaukee (AOR 2)  
Fulton (AS 11)

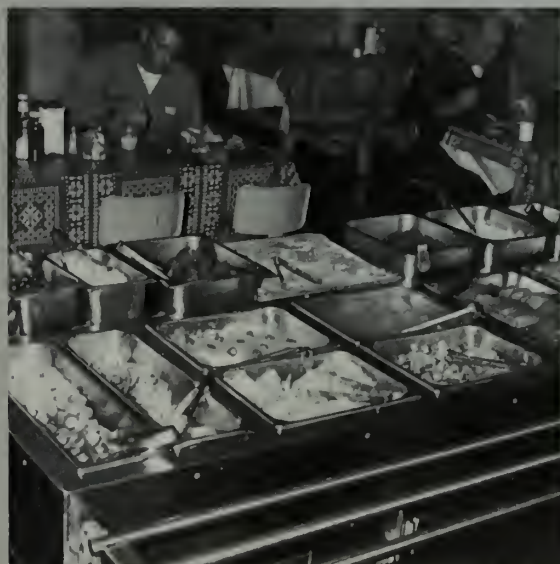
#### Large Afloat

Observation Island (AG 154)  
Okinawa (LPH 3)  
Denver (LPD 9)  
Klondike (AR 22)  
Kitty Hawk (CVA 63)

#### Small Ashore

Naval Air Facility, Jahnsville, Pa.  
Inshore Undersea Warfare Group 2, Little Creek, Va.

• Below: General mess aboard USS Gridley (DLG 21), 1966 winner. Top right: NavSupAct Naples, 1966 best mess in Europe. Below right: USS Intrepid (CVS 11), 1970 runner-up.



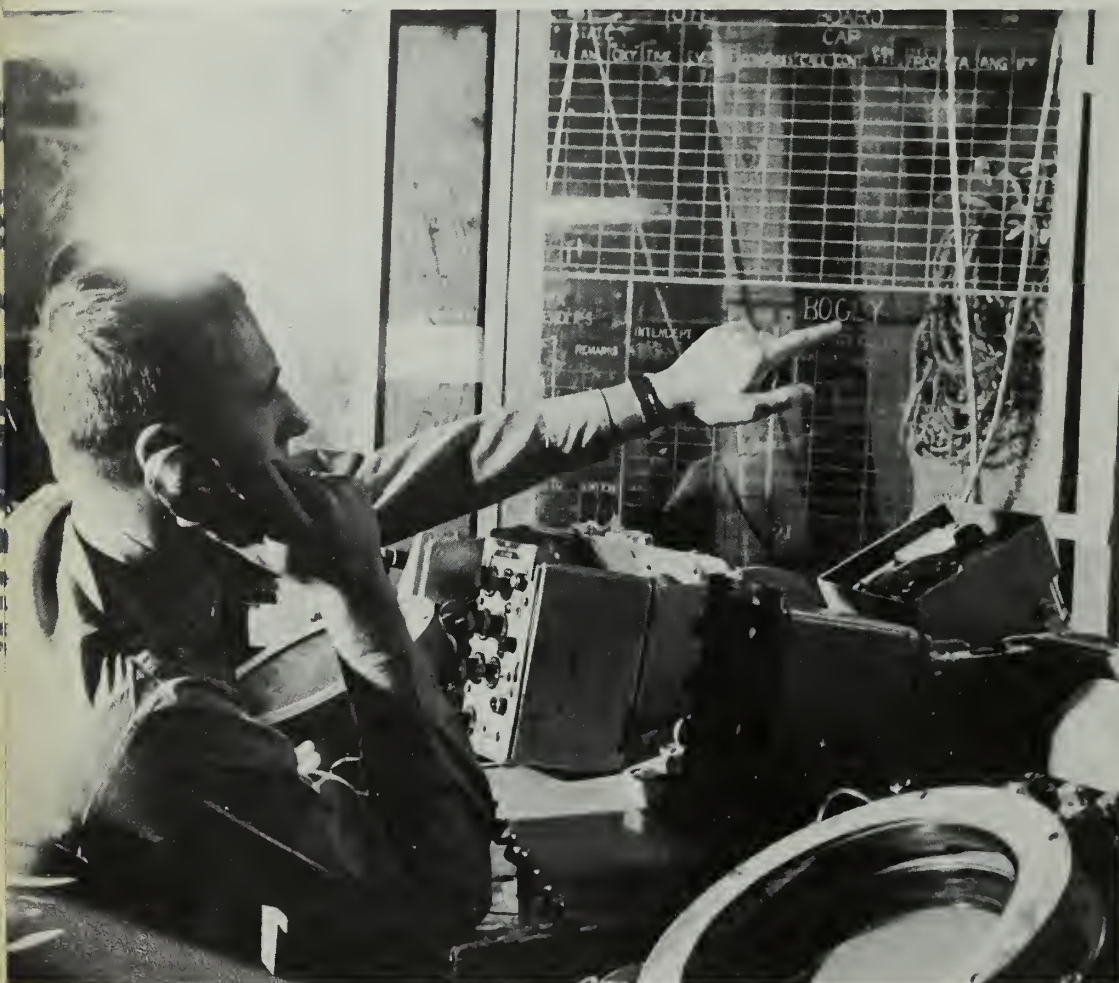
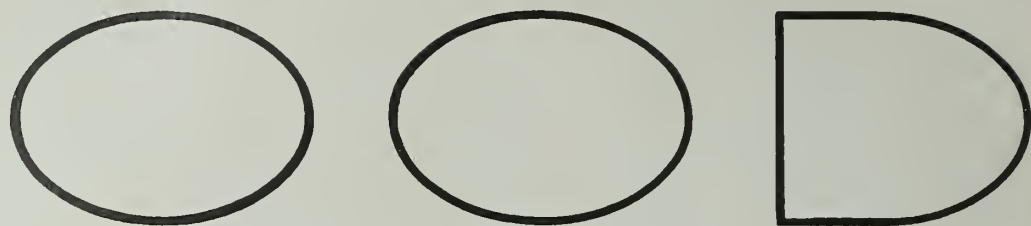
Flag Administrative Unit, CINCLANTFLT, Norfolk, Va.  
Naval Air Station, New Orleans, La.  
Naval Air Station, Glenview, Ill.  
Naval Radio Station, Ft. Allen, Puerto Rico  
Naval Communications Station, Stockton, Calif.  
Naval Security Group Activity, Galeta Island, Canal Zone  
Naval Communications Station Harold E. Holt, Exmouth, Western Australia  
Naval Security Group Activity, Edzell, Scotland  
Naval Weapons Laboratory, Dahlgren, Va.

#### Large Ashore

Naval Submarine Base, New London, Conn.  
Naval Air Station, Lakehurst, N. J.  
Naval Air Station, Oceana, Va.  
Naval Air Station, Norfolk, Va.  
Naval Communications Training Center, Pensacola, Fla.  
Naval Air Station, Corpus Christi, Tex.  
Naval Training Center, Great Lakes, Ill.  
Naval Air Station, Guantanamo, Cuba  
Naval Station, Long Beach, Calif.  
Construction Battalion Center, Port Hueneme, Calif.  
Naval Air Station, Lemoore, Calif.  
Naval Air Station, Whidbey Island, Wash.  
Naval Station, Kodiak, Alaska  
Naval Air Station, Agana, Guam  
Naval Station, Sangley Point, Republic of the Philippines  
Naval Security Group Activity, Kami Seya, Japan  
Naval Station, Rota, Spain  
Naval Station, Keflavik, Iceland  
Naval Air Facility, Washington, D. C.



# MAKING OF AN



Charting, platting, mapping, studying—all a part of the 18- to 20-hour day for LTJG Westan, now a fully qualified Officer of the Deck.





Before putting to sea, LTJG Weston briefs his lookouts on what to expect.

**W**HEN HE WAS in Navy ROTC, Stephen F. Weston entertained thoughts of conning a destroyer. The idea recently became a reality when Lieutenant (jg) Weston qualified as Officer of the Deck on board USS *Mullinnix* (DD 944).

The accomplishment did not come easily. After he was graduated from the University of Mississippi and received his commission, it took two years of hard work and study to qualify as OOD. And LTJG Weston is justifiably proud of his new status.

As an OOD, LTJG Weston is the most important man on the ship when he has the conn, regulating all shipboard life from reveille, meals, and taps, to shipboard drills and exercises with other U. S. Navy units or ships from other nations.

A big job.

Traditionally, destroyers have been regarded as a young man's ship and qualifying as an OOD aboard a greyhound is considered by many to be synonymous with making the grade as a true Navyman.

**T**HERE'S LITTLE QUESTION about it: training aboard today's sophisticated destroyer is difficult — "... tougher than college (and) tougher than Officer Candidate School," believes LTJG Weston.

He began learning about the complexities of running a destroyer the day he reported on board.

"I was told," says Weston, "that no other branch of service places so much responsibility in the hands of a junior officer as the Navy does in its OODs. I believe it."

The responsibility a young naval officer carries is indeed heavy. But, it is generally welcomed by aspir-



The engine room is a long way from the bridge, yet it is still a vital part of the OOD training program.



The OOD checks engine room gauges.



OOD in the chart house.

ing individuals, because it gives them a chance to demonstrate their abilities at an early age.

The junior officer at sea who has qualified as an OOD has complete operational control of his ship. When he has the conn, he is responsible for the ship and for the lives of the men on board.

To reach such a status, an officer is required to complete an OOD training program. *Mullinnix's* program is divided into four phases: engineering, combat information, bridge orientation, and practical examinations.

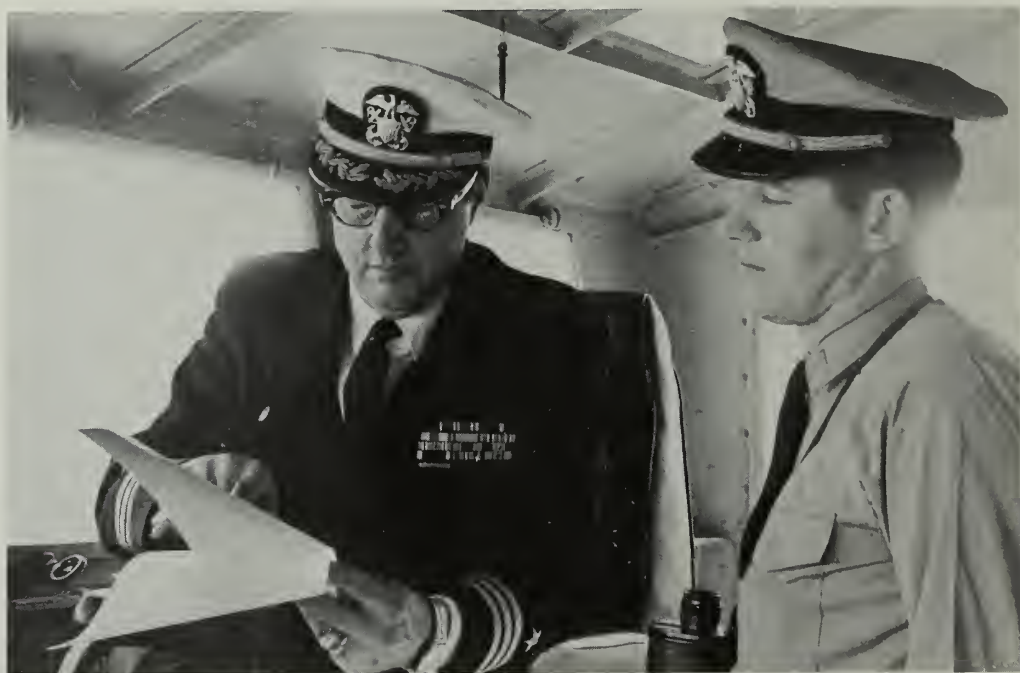
**I** NASMUCH AS EACH destroyer has its own OOD training program, *Mullinnix* officers are additionally required to complete schooling in antisubmarine warfare, firefighting, damage control, emergency ship-handling, and Rules of the Nautical Road.

LTJG Weston's training began in the engineering compartments where he studied the ship's engineering plant and machinery operation. He studied and memorized engineering instructions and the ship's standing department orders.

He learned the locations and functions of all main piping associated with engineering control and all main propulsion machinery and associated equipment. Then, he had to prove he knew how it all worked.

In the second phase of training, the lieutenant moved to the Combat Information Center — CIC — where all information necessary for the ship to function as a combat unit is evaluated.

To the naval officer it meant more study of instructions on Rules of the Nautical Road. It also meant he had to master voice radio communications and be-



Commanding officer, CDR D. W. Knutson, gives advice to his junior officer and Officer of the Deck, LTJG Weston, on the bridge of *Mullinnix*.



come familiar with signal books and the procedures to be followed when maneuvering with allied ships.

The latter presents the OOD with many challenges, and such exercises often provide additional training for the NATO forces.

**W**HILE STANDING CIC watches, LTJG Weston had to determine the course and speed of *Mullinnix* during fleet maneuvers, pilot the ship into port, anchor by radar, and operate air and surface search radar equipment. He also reported on procedures to be followed during simulated training exercises.

The third phase of training was on-the-job as a junior OOD. Linked to this were many hours of brushing up on previous training, and learning minute details about weather observations and how to navigate the ship by celestial bodies.

Final OOD training consisted of a standard written examination given by the Navy, and a practical exam administered by the ship's commanding officer.

This last hurdle included controlling the ship in restricted waters, mooring alongside piers, getting underway, anchoring the ship, conducting man overboard drills and underway replenishment, maneuvering in formation, and navigating the ship by electronic equipment and the stars.

LTJG Weston made the grade.

Now, when he is not at the helm, he is catching up on his paperwork or supervising his division, or reviewing what he has already learned, or discussing problems with other OODs.

—Story by JO2 Robert R. Little, USN;  
Photos by PH2 Rick Omelchuk, USN.



LTJG Stephen Weston gives an order by passing the word through the ship's voice tube system.



OOD on the bridge during sea detail.



Photos from top: Orleck engineer climbs out of "the hole" for a breath of fresh, cool air. FA Fred C. Ramirez reassembles an air-conditioning unit in a berthing space. EM1 William Buchanan works in a tight spot to solder wiring in air-conditioner.



Orleck's graceful speed and power depend on men like this one, battling a balky fireraam pump.



**T**HE HEAT is often oppressive, the noise sometimes deafening, and the work may leave knuckles bare. Such is the scene in the engineering department of ships such as the Seventh Fleet destroyer *uss Orleck* (DD 886).

"Engineers are some of our most stalwart individuals," stated Commander Steven A. Wise, *Orleck's* commanding officer. "It takes a great deal of effort to keep these ships steaming all the time, and these men are indispensable."

The routine for a man assigned to *Orleck's* main propulsion spaces might begin at 0330 when he is awakened for his watch. Through the remainder of the night he responds to orders from the bridge to change the ship's speed while keeping a watchful eye on critical pressure gauges.

At 0700 he is relieved for breakfast and takes the time to relax before returning to work at 0800.

The workday consists primarily of repairs, maintenance and cleaning. Major repairs are done in port, except in emergencies. But an emergency can happen at any time, and this means the engineers must be watchful and ready to respond quickly.

The engine room is not the most comfortable area of a ship. Watchstanding areas in the engineering spaces are fed by forced air blowers which lower the temperature—to about 110 degrees. Away from the blowers, temperatures can rise above 130 degrees. And since much of the machinery is extremely hot, a slip can mean a painful burn.

At 1115 "knock off ship's work" is passed over the destroyer's address system and non-watchstanders emerge from the engine room for the noon meal.

**E**ASILY RECOGNIZABLE by their damp clothing, the engineers often are the targets of good-natured ribbing. "You sure you won't faint, being up in all this fresh air?" inquires a signalman. "No, I just don't breathe as much," comes the straight-faced reply.

At 1300, the men return to the engine and fire rooms.

In addition to the main propulsion plant, the engineering department is responsible for maintaining the ship's auxiliary gear—air-conditioning units, emergency diesel engines, generators and water pumps.

The engineers who maintain the auxiliary gear are collectively referred to as the "A-gang." Services such as the ship's laundry and air-conditioning require their constant attention.

At 1530 the working day ends and the engineers not standing the watch emerge from below decks to enjoy the topside air.

The work is tough, but does not go unrecognized. Boilerman 1st Class Jack Jones points out that *Orleck's* CO frequently visits the engineering spaces. "This helps our morale and gives the men a feeling that the CO knows what we know—that the ship cannot do anything without us. That's our satisfaction."

—Story and Photos by  
JOSN Mark Flint.

# “More Personalized Attention to the Individual .....”



**BuPers**

## **Change of Command**

VADM Dick H. Guinn (below) has taken over as Chief of Naval Personnel, relieving VADM Charles K. Duncan (L).





*"More personalized attention to the individual"*—this has been the basic theme of Vice Admiral Charles K. Duncan, USN, during his tour as the Chief of Naval Personnel. He prepared to leave his headquarters at the Arlington Navy Annex overlooking the Pentagon with the realization that the Navy has moved closer to a strengthened relationship between the Navy's top echelon and the man in the Fleet.

Moving into the role of Chief of Naval Personnel is Vice Admiral Dick H. Guinn, USN, who has served as the Deputy Chief of Naval Personnel for the past year, working closely with Admiral Duncan in concentrated efforts to make the Navy a better way of life for the Navyman and his family.

Admiral Duncan's next assignment will be announced this month. During the past two years, the Chief of Naval Personnel saw the Navy move ahead in meeting numerous challenges in the field of retention and career motivation. The results of this involvement have been covered in ALL HANDS Magazine, pointing up the programs aimed at more personalized attention both to the needs of the Navyman and his family.

BuPers has worked to streamline and strengthen its major programs in ship and shore assignments, rotation, training and in-service education. At the same time, steps have been taken aimed at improvement in services for the Navyman ashore and afloat like:

- Improved personnel management and improved person-to-person relations in the area of personnel services.
- Improved administrative practices in family support areas such as Family Services Centers, travel, liaison, new contact offices to provide a link between the overseas Navyman and his family.
- Improved career benefits for young petty officers.
- Stronger career counseling program for enlisted men and officers.

In other areas, BuPers has worked with other agen-



NAVYMEN are the business of BuPers, housed in the Navy Annex in Arlington, Va. (below).

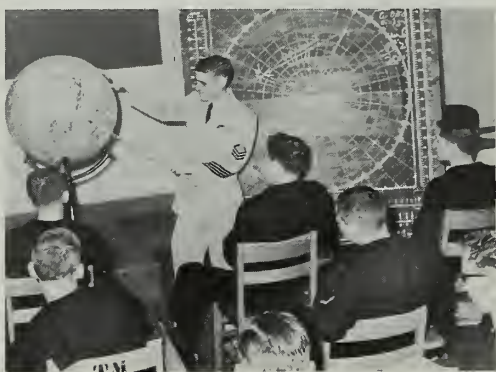


cies to promote improved housing ashore and improved ship habitability.

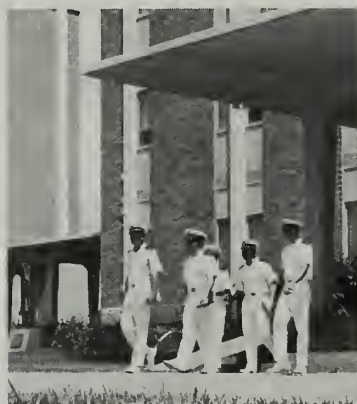
At the same time, the Navy has embarked on a program of reenlistment quality control aimed at a highly professional Navy with high quality personnel.

**I**N ASSUMING HIS NEW responsibilities as the Chief of Naval Personnel, Vice Admiral Guinn has a strong background both in the areas of administration and management and active service—in the field of aviation, shipboard duty and Fleet commands. He knows the demands of sea service, and among the first programs in his new assignment are projects to enhance the Bureau's internal communications link with the man in the Fleet and improve its personnel services programs.

Admiral Guinn brings a long list of credits and experiences to his new position. He was graduated from the Naval Academy in 1941 and was on board the cruiser *uss Milwaukee* (CL 5) when the United States entered World War II.



**IN SCHOOL**, on shipboard, in officer training, with his family, or in boot camp—the welfare of the individual Navyman is the concern of the Chief of Naval Personnel.



Following flight training and designation as a naval aviator, he served as an aviation instructor and then joined Fighting Squadron 94 on board the carrier *uss Lexington*.

While attached to the squadron Admiral Guinn was awarded the Navy Cross and the Air Medal with Gold Star in action against the enemy.

The first was for action on 24 Jul 1945, when he led his division in an attack against the cruiser *Aoba*. Despite intense anti-aircraft fire, the admiral scored a direct hit and the ship was then sunk by aircraft fire.

He later earned the Air Medal and a Gold Star (in lieu of a second award) for attacks on enemy forces and installations at Wake Island, Honshu and Hokkaido.

In 1946, Admiral Guinn became flag secretary to Commander Air Force, Pacific Fleet, and then joined the staff of Commander First Fleet. He next commanded Fighter Squadron Two-A.

After a year on the staff of Commander Fleet Air, West Coast, Admiral Guinn became executive officer for Commander Field Command, Armed Forces Special Weapons Project, New Mexico. He remained there until 1952, when he began two years' service as weapons officer, executive officer and then commanding officer of Composite Squadron Three.

Next, Admiral Guinn went to the Office of the Chief of Naval Operations; commanded Carrier Air Group Six; joined the staff of Commander Naval Air Force, Atlantic Fleet; and returned to Washington in 1958 to head the Grade Assignment Branch in the Bureau of Naval Personnel.

After a year at the National War College, Admiral Guinn joined the Staff of Commander Seventh Fleet, and then served briefly with the U. S. Strike Com-



mand. He next returned to sea as commanding officer of *uss Rigel* (AF 58) and then *uss Forrestal* (CVA 59).

In the field of administration and management, Admiral Guinn has an expert background. This next tour in Washington was with the Program Appraisal Office in the mid-60s. He has served as Commander Carrier Division Four and, in 1967, assumed command as Chief of Naval Air Basic Training at Pensacola. He was awarded the Legion of Merit for service in this billet. He returned to Washington to serve in BuPers as Deputy Chief of Naval Personnel in 1969, and assumed his responsibilities as ChNavPers on 22 Aug 1970.

**F**OUR DECADES OF SERVICE to the Navy have marked the career of Admiral Duncan. During this period, he has served well over two decades of service at sea and with Fleet and overseas commands.

During his tour as Chief of Naval Personnel, he has been concerned with improving conditions for the man in the Fleet, and has carried out a program of streamlining all phases of the Navy's personnel program. Emphasis has been placed on stronger personal communications, job satisfaction, the Navy's image and the Navyman's prestige.

A graduate of Naval Academy in 1933, he began a series of tours that gave him varied experience at sea. He first reported aboard the cruiser *uss Salt Lake City*, and five years later was transferred to *uss Schenck* (DD 159). He next served as flag lieutenant for Commander Destroyers, Atlantic Fleet, and the Atlantic Fleet Service Force Commander.

During the early years of World War II, he served as the executive officer of the destroyer *uss Hutchins*

(DD 476), and was involved in wartime operations in both the Atlantic and the Pacific.

He assumed his first command—the destroyer *uss Wilson* (DD 408)—in 1943, and won two Commendation Ribbons with Combat "V" for action in the Pacific at Tarawa, Kwajalein, Saipan and Rabaul Islands.

Admiral Duncan's first shore assignment was in BuPers as Director of Naval Officer Procurement. He was a member of the Holloway Board which developed postwar officer education programs (such as NROTC).

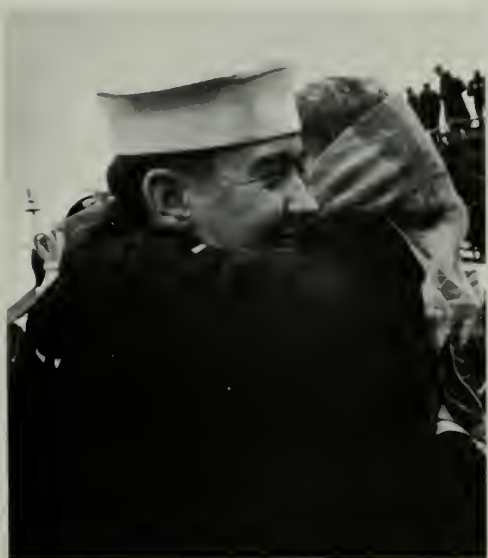
Returning to sea, he served as executive officer of the battleship *uss Wyoming* (BB 64). He next attended the Armed Forces Staff College, and then joined the staff of Commander in Chief, U. S. Atlantic Fleet.

In 1951, the admiral led COMDESDIV 62 before assignment to the newly formed NATO staff under the Supreme Allied Commander Atlantic. From there he returned to BuPers as Administrative Aide (1953), and then took command of the transport *uss Chilton* (APA 38). His last assignment before selection to flag rank was on the staff of Commander in Chief, U. S. Pacific Fleet.

Admiral Duncan next commanded Amphibious Group One; Amphibious Training Command, Pacific Fleet; and the Naval Station, Subic Bay. In 1962, he again returned to BuPers, this time as Assistant Chief for Plans and Policy.

After commanding Cruiser-Destroyer Force, Atlantic, and the Atlantic Fleet Amphibious Force (where he was awarded the Legion of Merit), Admiral Duncan became Commander Second Fleet.

He became Chief of Naval Personnel in April 1968, and began to take steps to implement improved personnel conditions.



# today's navy

## Dependent Air Charter Program

**T**HE CHIEF OF NAVAL OPERATIONS has announced a new program designed to help minimize the impact of extended absences on Navy personnel and their dependents. The intent of this program is to facilitate travel of dependents to overseas areas frequented by deployed units and travel of active duty personnel stationed overseas for leave purposes. Charter air transportation will be arranged in conjunction with liberty periods scheduled for deployed units and during peak leave periods.

The participants in this program will absorb all costs of charter transportation on a pro-rata basis. However, the reduced cost of air charter fares should provide the opportunity for travel to overseas areas which in the past has not been within the financial capability of many Navy personnel and their dependents. Participants in this program will also be provided information concerning available special rates on hotel accommodations, tours, etc. of which they may avail themselves by contact with the designated agent.

Priority for travel in this program will be given first to dependents of personnel in units deployed overseas and next to active duty personnel stationed overseas. All other active duty and dependent personnel will be eligible for travel in this program if space is available after accommodating the priorities indicated. Applications for travel in this program will be accepted only as coordinated and forwarded by local commands to the Chief of Naval Personnel.

A pilot program will be conducted during the 1970 Christmas season in which a charter trip will be arranged in both the Atlantic and Pacific. Selected fleet units only will provide the test population for this pilot approach. Subsequent to completion of the pilot program the Chief of Naval Personnel will promulgate information

concerning procedures for participation in this program Navy-wide.

### New 'E' Awards Announced

It's about this time of year that a new select group of ships start painting "E"s on their bridge bulwarks.

Battle Efficiency Award winners for the FY 1970 competitive cycle have already been announced by some type commanders. The new champions succeed winners from the previous cycle—which we singled out in the August 1970 issue.

Best of type awards for Seabee units were also recently announced. Winning the "E" among Atlantic battalions for the second year in a row was *Mobile Construction Battalion 62*. In the Pacific, *Mobile Construction Battalion Four* won the Battle Efficiency Award for superior performance in leadership, teamwork and professional construction.

Here, then, are some of the new winners, as of press time. But note: there are a considerable number of commands still to be heard from.

#### Amphibious Force, Atlantic

Austin (LPD 4)  
Guadalcanal (LPH 7)  
Lo Solle (LPD 3)  
LCU 1490  
Ronkin (LKA 103)  
Rushmore (LSD 14)  
Terrebonne Parish (LST 1156)

#### Service Force, Atlantic

Amphion (AR 13)  
Arcturus (AF 52)  
Noxubee (AOG 56)  
Opportune (ARS 41)  
Paiute (ATF 159)  
Papago (ATF 160)  
Powcatuck (AO 108)  
Rigel (AF 58)  
Sogamare (ATA 208)  
San Diego (AFS 6)

#### Cruiser-Destroyer Force, Atlantic

Belknap (DLG 26)  
Richard E. Byrd (DDG 23)  
Joseph K. Toussig (DE 1030)  
Richard L. Page (DEG 5)  
William V. Pratt (DLG 13)  
Sampson (DDG 10)  
Semmes (DDG 18)





### **You Are Now Covered by an Extra \$5000 of Insurance**

You may not have realized it, but you are now covered by an additional \$5000 worth of life insurance.

A bill the President signed into law last June automatically increased life insurance coverage from \$10,000 to \$15,000 for more than 3,500,000 servicemen on active duty. And how much does all this additional coverage cost? One dollar a month!

You're paying \$3 instead of \$2 monthly for the increased coverage.

The law also extended from 120 days to one year the insurance of servicemen who are totally disabled at the time of military separation, if their condition remains unchanged.

Navy men who desire no coverage or a lesser amount of insurance (\$10,000 or \$5000) must request such a change in writing through their personnel offices. All previous requests for cancellation or reduction of insurance were voided by this law.

Insurance coverage in most cases continues for 120 days after your separation from active duty, during which time you may convert to an individual policy. The Servicemen's Group Life Insurance Program is supervised by the Veterans Administration and provided under a commercial policy in which about 600 companies participate.



**A REMINDER TO VOTE** — Seaman Patty Sargent, touring the country in a dual capacity as BuPers Queen and Miss Navy Voting 1970, reminds Navy men that 25 September is Armed Forces Voters Day. Here Patty meets with Rear Admiral Joseph W. Williams, Jr., Commandant of the Eleventh Naval District. Navy men are encouraged to apply to their home states for absentee ballots well before application deadlines. See your Voting Assistance Officer.

### **MERITORIOUS ADVANCEMENT PROGRAM FOR ENLISTED TOP PERFORMERS**

Some top performing career petty officers may not have been advanced in rate after participating in several advancement examinations. These petty officers are in all respects qualified for advancement to higher pay grade and have clearly demonstrated by sustained superior performance that they merit special advancement consideration. Accordingly, a limited number of advancements, fewer than 100 to CPO and 200 to PO1, have been set aside for qualified career petty officers. Commanding Officers may recommend, for meritorious advancement to CPO and PO1, petty officers who demonstrate exceptional performance in assigned duties, but who have not been advanced after participating in five or more examinations. A selection board with officer and enlisted membership will convene in January 1971 and choose the best qualified of those recommended for meritorious advancement. Selectees will be advanced on 1 May 1971. For details see BuPers Notice 1430 of 18 Aug 1970.

### Assignments Make Good Sense

When the top management people at the Naval Electronic Systems Test and Evaluation Facility in Washington, D. C., learned that two enlisted men with technical degrees were going to be assigned to their operation, they decided to give these men every opportunity to make the most of their training. That decision has paid off for everyone concerned.

The seamen are James D. Shaw, who has a degree in mechanical engineering from the University of Rochester, and Lawrence J. Crippen, a graduate of the University of Maryland with a degree in physics.

Seaman Shaw, who works in NESTEF's environmental testing laboratory, recently received a \$580 cash award for designing and fabricating a time-and-switching device which has not only improved testing of electronic equipment, but also promises to save the government thousands of dollars.

Seaman Crippen, staff physicist at the testing facility, was recently sent to Edzell, Scotland, in answer to a request for technical assistance in measuring electromagnetic interference resulting from man-made radio noise in the area.

After running tests and analyzing the results, he made specific recommendations for cooperation between the Navy and the Scottish Hydro-electric Board. Crippen presented his findings at a London conference attended by representatives

of the Royal Air Force and the North of Scotland Hydro-electric Board. The representatives of each agency discussed the recommendations and then signed an agreement concerning restrictions on future construction of high-power lines in the vicinity of the U. S. Navy's receiver site. A message from the London Naval Electronics Engineering Office described Crippen's work as "excellent."

"It is practically unprecedented to have an enlisted man going to another country and doing what Seaman Crippen has done," says Commander Ray N. Winkel, NESTEF's Commanding Officer. "Add to this the obvious technical achievements of Seaman Shaw, and you can see that these two are very valuable men on our scientific staff. What's more, both fit right into the organization, working well with their fellow enlisted men and with their civilian counterparts."

Mr. Bob Waxman, Technical Director of the Facility, agrees, and wishes they had more like them.

"In addition to the work they are being recognized for," says Mr. Waxman, "both have made other contributions of real significance. For example, Seaman Shaw has designed and built an electromechanical device which is already in use aboard three aircraft carriers as part of the all-weather landing system, and scheduled for installation on about 15 more. We are now using a 'tilt-table' (also of Shaw's own design and construction) which simulates the roll of a ship

at sea for testing electronic equipment.

"Crippen is getting a good hold on a subject of vital importance to the country, and you will be hearing more about him and his work in RFI (radio-frequency interference)."

The comments of the seamen themselves leave little doubt that the chance to use their training has made them a lot happier.

"I was really afraid that I might spend my entire Navy hitch chipping paint or something," says Shaw, "but it hasn't worked out that way at all. Not only do I use the training I already had, I'm encouraged to branch into related fields."

A sure indication of job satisfaction was given by Seaman Crippen after he was asked about his plans for the future.

"I plan to put on my civvies again," he said, tapping his desk top with an index finger, "and stay right here."

One way or another, the Navy Department will be certain to gain.

### Public Relations Brainstorm

Many commanding officers regard a well coordinated public relations program just as essential to a command's existence as a precision battle bill.

And most will agree that public relations, while important externally, is equally important internally, since it is practice to influence public opinion and human behavior, whether the public be Mr. and Mrs. America or the Navyman himself.

Therefore, public affairs (as the Navy prefers to refer to its public relations program) is usually a major topic of shipboard conversation. After all, there are few who do not wish to see their names or those of their ships or units in print.

Such an attitude prevails on board the guided missile destroyer *USS Waddell* (DDG 24).

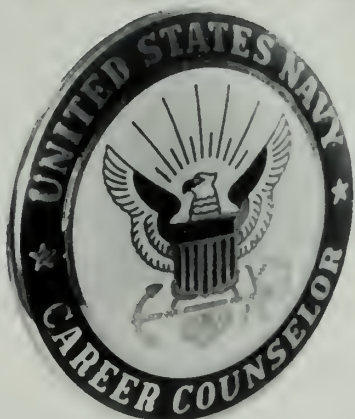
Behind the guidance of the ship's commanding officer, Commander P. K. Cullins, a "brainstorming" committee was formed

Waddell's brainstorming committee meets in the wordroom to discuss public affairs projects. Membership ranges from the CO and XO to a CPO, a PO1, PO2s and seamen.





# NOW--Extra Pay For Career Counselors



**T**HE CAREER COUNSELOR is a key man in retaining a naval force of skilled petty officers. The Navy recognizes this—it's paying career counselors \$30 extra a month in Superior Performance Pay. Recently authorized, the special pay became effective as of 1 Jul 1970.

In March of 1969 the CNO's all-Navy Career Motivation Conference recommended that Career Counselors should receive special pay. This was intended to give recognition to the critical importance of those key petty officers to the Navy and to help attract highly motivated volunteers to the job.

Action on the recommendation was initiated by the special Retention Plans and Programs Division in BuPers but the plan ran into stumbling blocks until this year when Secretary of the Navy John Chafee personally entered into support of many of the recommendations in the Navy Career Motivation Program. One of the items he personally followed through was the program for special pay for Career Counselors.

SeeNav's strong backing was credited by officials in the career motivation effort as the instrumental factor in bringing about the necessary budgetary

action in the Department of Defense.

The new allocation means that men who are assigned Career Counselor duty by BuPers join recruiters, recruit company commanders and survival, evasion, resistance and escape instructors on the list of Navymen whose performance in key billets will be rewarded with extra pay.

Counseling others is now even more rewarding, financially as well as personally. (For a discussion of some of the intangible benefits, see *ALL HANDS*, July 1970.)

Here's what it takes to qualify for selection as a BuPers-controlled Career Counselor:

- Any grade from PO1 through MCPO.
- Excellent leadership ability.
- Command of the English language, both oral and written, and the ability to converse intelligently and persuasively.
- Personal stability, without a history of severe domestic or personal problems.
- Recommendation by your commanding officer.

Previous experience as a divisional career counseling petty officer is desirable. The Navy needs highly motivated volunteers for these Career Counselor positions. If you are a successful career petty officer who would like a key role in choosing the career Navyman of tomorrow, consider volunteering for this job.

You can indicate your desire for career counselor duty when you complete your Seavey or Shorvey rotation data card (or your preference card, if you're a senior or master chief). If you're not eligible for transfer, but have served on board your present command for at least one year, you should submit a request for Career Counselor duty to the Chief of Naval Personnel (Pers-B2121) via your commanding officer. See the *Transfer Manual* for the details. Better yet, talk to your command's Career Counselor.

to generate ideas which could be developed into public relations projects, such as ship tours, community projects and shipboard-life feature articles about the Navy, Waddell and her crew.

Comprised of the CO, executive officer, two lieutenants (jg), a chief, a 1st class and two 2nd class petty officers, and two seamen, the committee represents a wide range of interests, meeting at least once a week — sometimes twice — to discuss projects and ideas. It is here that the brainstorming comes into play.

When an idea is mentioned, the

committee brings up suggestions about how the project or story can best be done. Before long, the most workable solution is drawn and the idea takes form.

As a rule, before each meeting is concluded, target completion dates are set for each project so that the members know what has to be done and how much time they have in which to do it.

Outside of the committee, contributions such as photographs and project and story suggestions are welcomed from the crew and generally add considerably to the committee's success.

## Up, Up and Away

The new A-7E *Corsair II* attack aircraft has entered service in Southeast Asia just 18 months after its first flight. Two squadrons equipped with the aircraft are operating from the carrier *USS America* (CVA 66).

The single-engine A-7E, capable of hauling 19,000 pounds of ordnance, is the first light attack aircraft to see combat using a new digital weapon delivery and navigation computer. The computer with its Head-Up-Display system is twice as accurate as previous systems, according to the experts.



Many an aviator downed in Western Pacific waters owes his life to a paramedic rescue team which drops medically trained Navy men into remote areas to treat the wounded before they are hoisted into a waiting helicopter.

But before a paramedic team becomes effective, its men must be taught the safe techniques they need before doing what is admit-

at Cubi Point was selected to provide it.

Navy men from air units in the Western Pacific report to Cubi Point each week in groups which range from five to 10 persons for training in swimming with scuba gear, survival gear familiarity, first aid and rescue techniques under combat conditions.

The Cubi-based paramedics are

## Paramedic Rescue Team One

tedly dangerous work. In the Western Pacific, Paramedic Rescue Team One at Cubi Point, Republic of the Philippines, does the job.

The team was formed in 1962 by a group of volunteers to provide swift rescue in remote areas. Inasmuch as the very nature of a paramedic rescue spells danger, it soon became apparent that specialized training was necessary and the team

all qualified parachutists who have also trained Marine Corps reconnaissance units in jump techniques. The team's two officers and six enlisted men are on call at all hours. Republic of the Philippines authorities recently commended the group for helping a coastal fishing settlement during a meningitis outbreak.

—Story and photos  
by JO2 Mike Davidshik

### Preventive Medicine is Best

One of the least noticeable services in any city—but one of the most important—is its health service.

Naval Air Station Point Mugu, Calif., is like a medium-sized city in that way, as in many others. The Environmental Health division of the air station's medical department, like a city's health department, does its work quietly and inconspicuously — but it affects everyone on the base.

The job of the two members of the division, Lieutenant W. M. Parsons and Chief Hospital Corpsman Robert M. Handy, is preventive medicine — stopping sickness before it can start. In cooperation with other departments on the base, they inspect food, water and other services; coordinate pest control; enforce quarantine regulations; and try to stop the spread of communicable diseases.

It's a big job, which takes well qualified people. LT Parsons holds a master's degree in biology, while Chief Handy is a graduate of the

Naval Preventive Medicine Technician School. Both are registered sanitarians, quarantine inspectors designated by the U. S. Public Health Service, and members of the National Environmental Health Association.

Their task covers many fields and directly involves many people.

Food handlers in the supply department and Navy Exchange are given a six-hour course on proper food handling and personal hygiene every six months.

The environmental health division makes routine inspections of all places selling or serving food, and gives close scrutiny to all perishable foods delivered on station.

Every truck carrying produce, dairy products or meat onto the base is checked for proper delivery temperature and cleanliness. Milk is checked for proper packaging and dating.

"Our working relationship with all food service companies and their facilities is great," said LT Parsons, "but if and when we find a dis-

crepancy about a shipment on board this base, we reject it."

The division works closely with the Navy preventive medicine unit and the public works department's pest control division to control mosquitoes on base.

They check the barber and beauty shops for compliance with sanitary standards.

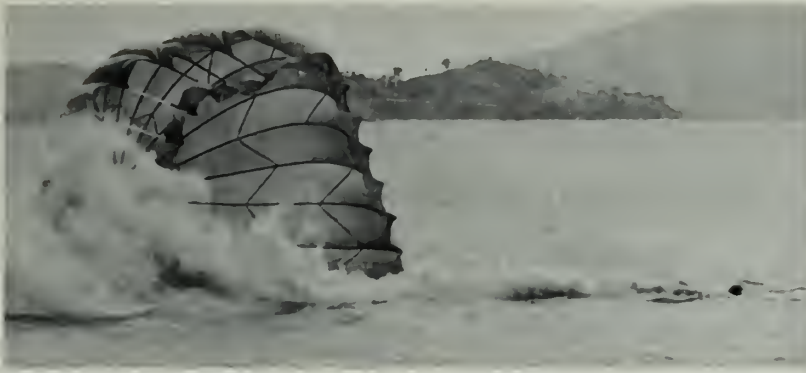
They keep tabs on the chemical makeup of the swimming pool water. "We are equipped to handle almost any chemical or bacteriological analysis of water imaginable," said LT Parsons.

"We have been called upon to perform exhaustive analyses of Mugu Lagoon water," he continued, "and with the aid of the medical department industrial hygiene branch's modern chemical laboratory, we have measured micro-quantities of metals and hydrocarbons. This lab, incidentally, includes infrared and atomic absorption spectrophotographs."

The industrial hygiene branch can also monitor air contamination.

Another job of the environmental





Far left top: Leaping from a moving helo at 10 feet is one of the requirements for a SAR crewman. Bottom: SAR students receive a demonstration in the use of a rescue harness. This page above left: After landing in the sea, an aviator releases a flare to mark his position. Left: Student receives final instructions before practice. Right: Students are taught the latest techniques under simulated combat conditions.



health team is to inspect all aircraft arriving from foreign countries for health hazards—ranging from rodents or insects in the planes to communicable diseases among the passengers.

They check the immunization records of passengers and crewmembers. If arriving men do not have their records up to date, they are taken to the dispensary for necessary shots.

Both LT Parsons and HMC Handy have been trained at the San Pedro quarantine station and at Los Angeles International Airport to make them familiar with inspection and quarantine procedures.

Chief Handy said, "The control of communicable disease is one of our most important duties."

Men found to have tuberculosis, infectious hepatitis or other catching diseases are asked for the names of persons they have been with during the past few days. Using this information, the division arranges to have exposed people notified and treated to prevent fur-

ther spreading of the disease.

When an epidemic appears possible, the environmental health division can begin mass immunizations.

It all adds up to a big job—hardly ever noticed, but always necessary.

LT Parsons summed up it up: "The health of all personnel here is our concern."

### Military Sealift Command

On 1 August, the Military Sea Transportation Service became the Military Sealift Command. Reason for the change: The new name fits the organization's mission better. After all, airlift and sealift are the two basic sources of U. S. Armed Forces global mobility.

Most of the cargo for U. S. forces overseas is sealifted in regularly scheduled commercial ships. When such service is unavailable, however, the Sealift Command charters U. S. Merchant Marine vessels for a specific number of voyages or for a specified period.

During the fiscal year which ended on 1 July, the former Military

Sea Transportation Service moved about 26 and a half million measurement tons of military cargo. The year before that, the amount was 30.6 million measurement tons.

Petroleum products for use by Army, Navy, Marine and Air Force units, which were delivered by MSTs, totaled 28.1 million long tons in fiscal year 1968, and 25.6 million tons in the most recent fiscal year.

Although some cargo moves to overseas forces by airlift, 96 per cent of all supplies and equipment moved to Southeast Asia has been delivered by sea.

The change of the MSTs title to Military Sealift Command won't make waves. The Command operates no bases and its ships don't carry the command title on their bows or stacks and no organizational changes will be made.

The Command's ships will continue to be identified by the blue and gold stripes which circle the stacks and by the prefix usns (for U. S. Naval Ship) before each ship's name on the bow.

### Shape Up Before Shipping Out

Ten chief petty officers on board the San Diego-based destroyer tender *uss Prairie* (AD 15) decided to get into better physical condition and stay in shape.

So, when the ship arrived in Subic Bay, Republic of the Philippines, to begin a tour with the U.S. Seventh Fleet, they used their free time to best advantage and started working out on the pier in the evenings.

At first it was a few calisthenics, but as they progressed, they moved to the more complete recreational facilities at the Naval Station gym-

nasium and game fields. One or more laps were run around the football field each evening, followed by a workout in the weight room, some basketball or volleyball, a steam bath, and an occasional massage.

Each man had his personal reasons for joining the program. Some wanted to lose weight; in fact, the chiefs worked off between 10 and 15 pounds per man.

On the other hand, some wished to develop physical endurance, especially the chief who explained that he has a four-year-old son at home, inexhaustibly supplied with

energy and eagerly awaiting dad's return. —PH1 Jon Sagester, USN.

### Hospital Ship On Shore Duty

The hospital ship *uss Repose* (AH 16) was scheduled for inactivation and transfer to the Reserve Fleet. However, she was saved from mothballs by the Chief of Naval Operations and last May was transferred to Long Beach where she will augment hospital services for some 135,000 persons qualified for Navy medical care in the Orange County and Los Angeles areas.



Above: A young man from Camp Spearhead finds a buddy aboard the battleship Iowa (BB 61). Below left to middle: LCDR John F. Walker spins a yarn about the seagoing Navy. (2) RADM Kenneth L. Veth, Com Four, speaks during the "commissioning" ceremonies for Camp Spearhead. (3) RADM Veth throws the "opening ball" to start off game of volleyball.

## A Visit to Camp Spearhead

"Operation Spearhead"? It sounds like the code name for an invasion.

In a way, that's what it was. But the Philadelphia Naval Base greeted the members of the operation with pleasure.

The "landing party" that arrived at the gates of the Naval Base was made up of children, ages eight through 12, from South Philadelphia. The base made them welcome at "Camp Spearhead," a day camp on base operated in cooperation with the Philadelphia Department of Recreation.

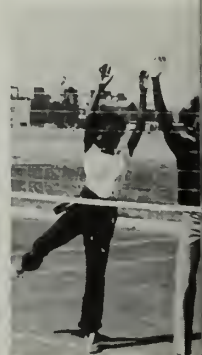
Every week for eight weeks, a new group of about a hundred underprivileged youngsters came aboard for a program that combined learning with fun—both of

which are sometimes scarce in their inner-city neighborhoods.

When the camp opened in July, the first group of children was taken on a tour of the base and shipyard, highlighted by visits to the mothballed battleship *Iowa* (BB 61) and the Reserve training sub *Angler* (AGSS 240).

After the first day, a typical Camp Spearhead day would begin with the hoisting of the flag and pledge of allegiance.

Then the campers were divided into five smaller groups—under the nicknames Aircraft Carriers, Battleships, Cruisers, Destroyers and Submarines—for activities. For the most part, the children in each "ship" group were from the same neighborhood, which helped them





The 520-foot floating hospital has been transferred to the Long Beach Naval Shipyard to be refurbished and transformed into an immobile 200-bed hospital and relocated at Long Beach's Pier 7. There she will provide inpatient and outpatient care for active duty and retired personnel.

This added medical facility will allow the Naval Station Dispensary, located on Terminal Island, to be available as a dependents' clinic, relieving some of the patient traffic from the Long Beach Naval Hospital.

*Repose* served four years off the

coast of Vietnam before returning to the United States last April. She was relieved in Vietnam by the hospital ship *Sanctuary* (AH 17).

### ADCOP Navymen in Top 8%

More than half of the Associate Degree Completion Program students at Del Mar College in Corpus Christi, Tex., earned honors on the Dean's List for the spring semester.

Paced by 12 men who earned perfect 4.0 grade averages, the 65 Navymen and three Marines all had grade averages of 3.4 or higher, placing them among the top eight

per cent of the 3000 full-time students registered.

Among the ADCOP honor students is a husband-wife team. PHC Robert Davidson's wife, Jeanette, joined her husband as a full-time student and was also placed on the Dean's List.

In addition, 12 of the Navymen attending Del Mar will return to the Fleet next year with blue and gold bars on their shoulders. They were promoted to warrant officer rank on 17 June.

The 1969-70 ADCOP sessions were the first in which Del Mar College has participated.

get adjusted to camp life quickly.

They had a lot of fun to choose from. Sports included volleyball, swimming, softball, track and basketball. There were storytelling sessions to stimulate the children's imagination and allow them to express their ideas. In the musical part of the program, the kids could play rhythm instruments and sing along with folksongs.

One of the major projects was making puppets and producing a theater show for the last day of camp. More advanced swimmers prepared all week to give a water show on the last day.

Or the campers could try their hands at crafts—lanyard weaving, wallet making, oil painting, or building kites and models. Creative dancing, charm classes for the girls, and woodcraft for the boys were other possibilities.

The children were served hot lunches cooked over charcoal grills. The city provided the food; Navy-men helped prepare and serve it.

Asked how they liked the chow, the kids said it was "like real."

The Naval Station chaplain, Lieutenant Commander John F. Walker, coordinated the Navy's part of the camp program, working with a camp director from the city recreation department.

Counselors from the city were pleased with the facilities and space for the camp on Mustin Field, a naval air station deactivated several years ago.

Large meadows and nearby river marshes allowed the children to see many different kinds of wildlife in their natural habitat. For many of the campers, Camp Spearhead was their first chance ever to go on a nature hike.

What did the kids think of camp? They thought it was all great. They wished they could have stayed longer.

And they know that the Navy cares about South Philadelphia.

—Photos by

PH1 George Leahy, USN.



Above: Tiny visitor flinches as he rings the bell on Iowa. Below right: An EM3 tells the kids about Iowa's main battery. Below left: Children attending Camp Spearhead receive lunchtime rotations.





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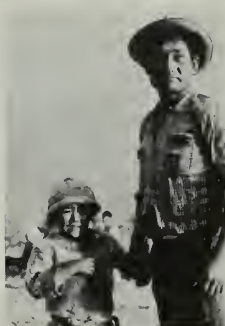


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(1) USS Guam (LPH 9) off the coast of Peru. (2) Aerial view of an earthquake-devastated city. (3) Peruvians climb a rock-strewn hillside at the edge of a town destroyed by the earthquake. (4) The strain of undergoing the earthquake is mirrored in the face of a Peruvian awaiting aid. (5) Crewman of a USS Guam-based Sea Knight unloads supplies for earthquake victims. (6) Helo en route to mainland with supplies. (7) Man and child wait for aid from LPH 9. (8) Medics aboard USS Guam stand by to treat the injured being airlifted in from the high country. (9) Supplies to Peru. (10) Thanks to USS Guam (LPH 9), these young fellows received needed supplies.



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# LPH 9 LENDS A HAND IN PERU

**W**HEN EARTHQUAKES devastated a 600-square-mile area in central Peru last spring, USS *Guam* (LPH 9) brought medical aid and supplies to some of the estimated 100,000 injured and 500,000 left homeless by the disaster.

The helicopter carrier was on routine training duty in the Caribbean with a Marine landing team aboard when she was ordered by President Nixon to transit the Panama Canal and steam south to Peru for disaster relief operations.

On 9 June *Guam* left Balboa, Panama Canal Zone, early in the morning after loading supplies and medical equipment. She carried three surgical teams and 50 hospital corpsmen, three operating rooms and 1000 hospital beds, 19,000 pounds of medical supplies and 69,000 pounds of food to the injured and homeless survivors.

The same day an advance liaison team arrived in Lima to set up relief operations.

Two days later this advance team began early morning flights over the disaster area to pinpoint regions where assistance was particularly needed. *Guam* had been requested to concentrate her relief operations on the many small villages in the foothills of the Andes,

30 to 40 miles inland, which had been reduced to rubble.

**T**HE SHIP ANCHORED off the coastal city of Chimbote in the late afternoon. The first assignment for her 14 helicopters was to transport 20 Peruvian medical teams inland to the disaster area. Of the three surgical teams aboard *Guam*, two were flown into Chimbote; the third remained aboard ship. The helicopters began transporting medical supplies and foodstuffs inland.

During the 24-hour period ending at midnight 13 June, these helicopters flew 111 sorties to evacuate survivors and deliver relief supplies to medical teams working in the mountainous inland regions. During the day, 110 Peruvians were evacuated to the ship and relief teams brought assistance to 19 villages.

Returning pilots said there were many more injured in inaccessible areas, and thousands without shelter and food. Victims in isolated areas had used mirror flashes and gouged SOS messages in hillsides to attract the roving helicopters, which dropped them canned food and water, blankets and tents.

**B**EFORE *Guam* LEFT the Peruvian coast on 21 June, her helicop-

ters had flown more than 800 sorties to remote mountain areas. They had transported more than 1500 passengers, most of them medical and disaster relief teams who remained in the stricken area after the ship's departure.

During the last two days alone, they had delivered more than 55 tons of food, fuel and shelter into villages still cut off from other outside help. The supplies were expected to last victims until rehabilitation teams could reach them.

Before they came home, *Guam's* crew spent two days in Lima at the invitation of a grateful Peruvian government.

Meanwhile, Navymen back home were doing what they could to help. For example, 150 boxes of clothing and medical supplies got an initial lift toward Peru from a Navy transport squadron in Jacksonville.

The supplies were loaded aboard a cargo aircraft and flown to Miami, where they caught an airliner on to Peru. The clothing will be distributed to earthquake victims in Lima.

## Making Habitability a Habit

When USS *Kitty Hawk* (CVA 63) left the yards last spring, she had hundreds of automobiles in her hangar bay and her ordnance storage area was crowded with motorcycles.

No, they weren't permanent equipment, just part of the possessions of the 700 dependents who rode the ship from Puget Sound Naval Shipyard to San Diego.

Highlights of the dependents' cruise were a carnival and family dance, frequent movies and competition in volleyball, basketball and badminton.

The three-day excursion marked the end of a nine-month yard per-

iod during which *Kitty Hawk's* four main engines and eight boilers were overhauled. The carrier also received improved catapults and arresting gear and a new 100,000-gallon-per-day distilling plant.

One of the more glamorous projects completed was the installation of a ship's entertainment system which includes a full-color television channel and three FM radio stations.

Another project to insure high morale was the creation of a permanent habitability division. The pipefitters, carpenters and handymen assigned to the division were responsible for improving living

conditions aboard ship.

During the overhaul, these Navymen concentrated on rehabilitating berthing areas and sanitary facilities, and on installing the little extras that should make life at sea more comfortable for the ship's 2500-man crew. Now the bunks all have curtains and reading lamps, there's extra room for storing clothes, the showers and sinks always work and the lounges are big enough for everyone.

The habitability division will continue to be responsible for maintaining high standards in berthing and sanitation, now that the ship is out of the yards.



# The Man in the Fleet Speaks Up on

*The January 1970 issue of ALL HANDS Magazine published a letter to the editor from PNC R. F. Faust, USN, entitled, "Passing the Buck." The subject was thrown open for discussion in the Fleet and it, indeed, created a considerable amount of discussion. Here are comments, pro and con, and amplification on the subject of buck-passing and leadership. The one over-all theme conveyed in these remarks by Navymen throughout the Fleet is that there is a strong interest in the importance of good leadership and a vigorous desire to strengthen the organization of which they are members.*

## Application of Authority

I WOULD LIKE to enter the discussion on Passing the Buck (ALL HANDS, January 1970) from the vantage point of a petty officer 3rd class who must both lead and follow.

I recognize that there are those who feel that American military institutions have been slow to respond to the deepening and broadening of the American concept of individuality and the value of the individual. Among this group, some would propose the dismemberment of the entire U. S. military organization. Others in this group, however, con-

cede the necessity of an armed force for the sake of national security, but preach the need to improve the morale of the fighting man in an effort to evoke more liberalized treatment of enlisted personnel.

The debate is taken up by members of a second group who feel the emphasis on good morale in recent years has led to a disintegration of discipline and authority. Or, as PNC R. F. Faust stated in his letter last January, "We are beginning to worry so much about people's feelings that judicious use of tough-mindedness has practically vanished from the scene."

Speaking as a follower, I agree with Chief Faust that laxity—or indifference or sloppiness—on the part of my superiors does not generate respect for the Navy or for the men, nor does it aid my morale. However, I hasten to add that misapplied authority also loses respect for the military service; it utterly destroys the morale of many and results in begrudging acceptance of orders rather than cooperation.

MISAPPLIED AUTHORITY includes the use of one's rate to influence nonmilitary decisions (such as which television channel to watch in a barracks lounge); using one's rate to evoke personal favors from subordinates (get me coffee); being a constant watchdog over

one's men and calling it a duty as a senior; issuing directions in a crude, curt and impersonal manner while knowing your rate protects you from any demands for more consideration; closing all reasonable discussion about policy simply because you are senior; refusing to explain the reasons for decisions, even on a sketchy basis.

I could add more, but the point is easy to summarize: There are some leaders, officers and petty officers, who refuse to acknowledge the basic humanity, dignity and intelligence of their juniors, and thus erode both morale and cooperation, and then excuse themselves by suggesting they are simply champions of firm discipline and respect for authority.

NOW FOR SOME of my observations as a leader. The principle of respect for the ability and integrity of each man *does* work when applied to human relations, even in the military. Junior men *are* capable of understanding why certain things must be done, and *are* cap-





# Leadership

able of obeying reasonable orders. Surely, no one proposes that senseless orders be given.

A brief word of explanation is usually enough to turn a rebellious man into an agreeable one, provided the superior has established a pattern of reasonable treatment. A leader who is polite and respectful to his men earns respect and obedience in return.

A leader may lose his image as a tough guy, but this does not mean he has become less forceful or demanding. He should motivate his men without losing sight of their needs and feelings, and their basic importance as individuals.

Considerate treatment of juniors most often results in cooperation and motivated performance—and better morale. I have never seen a man who likes and respects his superiors slacking off in his duties.

Simply being tough, or loud, or crude, or blunt, or obstinate to subordinates makes them unhappy, unmotivated and obstinate in return. —RM3 D. K.

## Men, Not Machines

**A**LTHOUGH PNC FAUST hit on a major problem—that of the increasing tendency to shirk responsibility, or pass the buck—he seems to have overlooked the problem of human relations.

If the services take an attitude of complete disregard for personal

feelings and human relations, then we will soon be left with empty ships.

Far too many senior petty officers are leaving the Navy after 8, 12, and even 16 years. These men feel as though they are treated as machines, not men. They feel that no one cares one way or the other, and that it is not what you know, but whom you know, which really counts. Like it or not, these feelings do exist, and the only solution is better human relations.

We're not in a popularity contest, but what's wrong with being a nice guy? A leader does not have to be the barking, antihuman stereotype of the old war movies. Fear does not generate respect; it breeds spitefulness and hatred.

Respect comes from accepting your responsibility and from under-

standing those with whom and for whom you work.—RM1 A. C. K; RM1 J. L. M.

## Authority and Responsibility

**I** ACCEPT YOUR invitation to discuss *Passing the Buck* by PNC Faust and the article on leadership by Master Chief Petty Officer of the Navy Delbert D. Black (ALL HANDS, November 1969).

I think the real need is to seek out and eliminate the cause rather than to just expound on the cure.

The buck can be passed both up and down. I suggest that in some cases the higher echelon likes total authority, but not total responsibility. This, of course, means that the lower echelon is stuck with the responsibility but has limited authority.

Therefore, it is not uncommon for the buck to be passed to someone in a higher position, because the man who has the responsibility but not the authority decides that he doesn't want either.

**A**ND THERE SEEMS to be a certain amount of fear and mistrust. Some superiors seem hesitant in making decisions. They want to know what, why, when, how come; show me the instruction; I want to see it in writing; give me a memo;

# The Man in the Fleet

sometimes all these on even the most routine matters.

Professional and technical skills sometimes are suspected. For example, I recently had to show one of my superiors the directive on the STAR program to "prove" that I had used the correct format for a letter. I then had to justify, in writing, the necessity to send a message, and I then was required to submit a written brief of the references used.

In instances such as this, the petty officer is not permitted to lead with his full potential. He does not have the authority to perform the job for which he is professionally competent.

I have met many PNIs who are in charge of ship's offices on board destroyers. Virtually all of them had made 1st class in less than eight years. These men are young, intelligent, ambitious, energetic, imaginative and resourceful. Unfortunately, some of them also are frustrated and very nervous.

The administrative demands placed on a petty officer in charge of a ship's office are enormous. This burden is being compounded to the point of frustration by the inability of the petty officer to function properly because he lacks the appropriate authority.

If we are to be leaders with responsibility, then we must also be leaders with authority.—PN1 D. D. M.

## Utter Agreement

**I** SALUTE PNC Faust. His letter relative to passing the buck and his comments pertaining to the "nice guy" image reflect my thoughts precisely.

It is my unequivocal opinion that Chief Faust's observations could be aptly applied to all fields of endeavor, our sister services being no exception.—SKCM J. M., USN.

## En Route to Last Place

**I** AGREE that the Navy has gone overboard in the human relations field. However, I think one of the reasons for buck-passing is a tendency on the part of officers and petty officers to second-guess

certain decisions made in the Congress and to be overly concerned with what's happening in civilian life.

Many a petty officer has made decisions knowing that if they didn't conform to popular standards, he stood a good chance of being rebuked by just about everyone who did not have to make the decision in the first place. It is much easier to criticize than it is to make decisions, and criticism is one thing we have plenty of.

Making a decision that will please everyone is next to impossible. Some young men who enter the military service today seem to spend as much time learning how to circumnavigate the rules as they do learning them. This is particularly distressing to someone who has watched the military get better in all aspects.

Today, minor breaches of military courtesy are scoffed at. We may not be in a popularity contest, nor should we. In the topsyturvy belief that what's wrong is right and what's right is wrong, I can't blame any able leader for passing the buck. In the strange kind of game that's being played, if you are in a position of authority, be you nice guy or bad, you will finish last.—PN1 E. W. J.

## Authority Can Be Built

**C**HIEF FAUST has placed a well-directed arrow into the heart of naval leadership. Buck-passing is existent in the Navy to a far greater extent than it should be. And Chief Faust is correct in assuming "nice guys" cause it; but not all of it.

My experience has been that there are a lot of officers and petty officers who are not trying to be nice guys. As a matter of fact, I would say they are in the majority. But we are regularly making more nice guys, unfortunately, through bad leadership.

Officers and petty officers become nice guys for these reasons:

- The decisions they make are not supported. After making a few

decisions which are not backed up by his senior, a leader will be very gun-shy and hesitant to make further decisions and to give further orders. In this case he must then rely on his personality. A nice guy results.

- They do not know how to lead and their seniors don't know how to teach them. Since they do not know enough of leadership principles they cannot evaluate how effective they are when leading with their personalities. Unable to evaluate their effectiveness, improvements will not be forthcoming. As a result they depend on their personalities more and more until they become nice guys.

- They have been shorn of their authority. This happens in many ways but the most prevalent is when a senior bypasses the chain of command in order to get a prospective nice guy's junior working directly for him. After the chain is broken, the prospective nice guy has lost some control over his subordinates, and only a few more similar steps are needed to produce a bona fide nice guy.

**I** HAVE ALSO OBSERVED that our officers and petty officers do not have enough authority. When an officer or petty officer is assigned some responsibilities he may be told that he has the authority to carry out his responsibilities. However, this means different things to different people.

Generally, one can say their authority is thereby made up of that which goes with their rank or rate, that which is inherent in their responsibilities, and that which they have by nature of their characters. However, there are two other inputs to one's authority which few leaders seem to know about.

The first of these is that authority (or aura of power) which one builds around himself by comporting himself like a leader. All of our leaders should be taught how to do this but they are not. Rather, they are left to flounder around in the leadership morass into which their personality leads them. A few ex-



amples of how a leader can build this authority:

- Never ask a subordinate to do something. Order him to do it in clear, concise terms. This puts the responsibility for carrying it out on his shoulders, where it belongs. When you ask him to do something you are keeping the responsibility. Also, by not giving an order you are not increasing his authority, which is something you must do.

- Never use a senior's name to enhance your own authority. Never say "... the XO wants that ...", "the Chief said do this ...", because this reduces your own authority.

- Always use the chain of command to enhance your authority, especially downward. Except for your immediate subordinates, those below you will have a greater regard for your authority if they don't know exactly what you are thinking. After all, a large measure of authority is the impression men have of your power and your willingness to use it.

**T**HE SECOND INGREDIENT to one's authority is that created by his seniors. The quickest way for a leader to lose authority is for his seniors to contradict the leader's orders or decisions. Conversely, the fastest way to build his authority is for his seniors to back and support him completely, correcting his mistakes later in private. Realizing efficiency, good management, and morale dictate otherwise these days, we must still make every effort to support our juniors if they are to have the authority they need to carry out their responsibilities.

In addition to backing one's subordinates, there are other ways that seniors can enhance their subordinates' authority:

- Always use the chain of command downward and ensure that your juniors do the same. Second and 3rd class petty officers not having access to the chief petty officer enhances the authority and lends prestige to the 1st class petty officer who is the intermediate.

- Hold your immediate subordinate accountable for the actions of

his subordinates. This means that if there are any repercussions for what has been caused by a subordinate of your immediate subordinate, it should be exacted against the immediate subordinate. Don't order him to take a certain action on the junior. This is rightfully his prerogative after he has been held accountable for the junior's actions. Note that I use "accountable" vice "responsible." Officers and petty officers are held totally responsible for the actions of their men, but they cannot be held totally accountable for their actions, such as misconduct ashore. It is inherently bad leadership for a very senior person to order disciplinary action against a very junior man. When this is done the senior relieves intermediate leaders of their responsibility to enforce discipline; concomitantly they lose authority.

I believe that lack of authority creates most of the nice guys. We need teaching methods which will enhance the authority of all our officers and petty officers.

When our leaders have the authority that they and their subordinates recognize, the nice guys will all but disappear.—LCDR B. C. D., USN.

#### Square Your Hat, Please

**I** HAVE BEEN in the Navy for 17 years and have been in many positions of leadership, the most recent being Command Career Coun-

selor on board an aircraft carrier.

I read Chief Black's article on leadership and felt he had covered my feelings on the subject. Then I read Chief Faust's letter and found myself reevaluating some of my thoughts. But between them, I think these two chiefs have just about summed up everyone's basic thoughts on our leadership problems.

Interviewing both first-termers and careerists, I find that the majority of career men tend to agree with Chief Faust's ideas, while the majority of first-termers echo Chief Black's sentiments. And although they have different approaches, both arguments are well founded.

I feel that being a leader today is more difficult than it has ever been. As Chief Faust pointed out, there is such a trend toward trying to please people, many of our standards have become mockeries.

It seems that the petty officer who tries to discharge his obligations feels like a loner.

I was taught in leadership school that one of the most important things to remember about being a leader is: "have the courage to do the things which you know are right and should be done."

**B**UT, AS MANY YEARS as I have been a petty officer, including nine years as POI, I sometimes feel out of place telling a young sailor to square his hat, for example. In years past, an order such as this would not have been met with defiant stares. Today, the petty officer often feels as though he has encroached on someone's civil rights. The reason for this is simply that the petty officer who does this today is the exception rather than the rule.

Navy regulations have not been officially modified to the point where military courtesy is ignored and uniforms are not worn properly, but unofficially, these modifications are taking place daily.

Until all leaders pull together and enforce standing regulations, or until these regulations are officially modified, we will continue to have problems. But, if the "look

# The Man in the Fleet

the other way" practice applied only to military courtesy and uniform regulations, our jobs would be fairly simple. Unfortunately, this trend extends to all facets of our military lives, and this is why so many senior petty officers (including chiefs) talk about "what has happened to the Navy."

What Chief Black said is true. If every petty officer did the job he inherited when he assumed the responsibility that goes with his crow, there would be no need for career counselors. However, as Chief Black also pointed out, nothing should be taken away from career petty officers who hold these billets, because they are doing a job which needs to be done.

There is a definite trend by senior petty officers to pay little attention to the different programs, benefits, etc., which would aid their men. However, many Navy-men remember a time not so many years ago when petty officers took a great deal of pride in the fact that they looked after their men.

**T**ODAY, MANY OF THESE same petty officers feel alienated from their men to the extent that they say: "If he doesn't want to play the game the Navy way, he can look after himself." Or, the division officer or department head may have an I-don't-care attitude, and this may cause the petty officer to shun his own responsibilities.

I recommend that we stop corrupting our established standards and take a good look at ourselves.

Am I the type of leader I have always looked up to? Am I mature and reliable enough to take care of my men the way I would like to be taken care of? At the same time do I stand firmly behind established rules, regulations and basic concepts of leadership which I am pledged to uphold?

Any petty officer who can honestly answer yes to these questions

deserves a pat on the back. If you want a positive, dynamic man for a leader, it is very disheartening and demoralizing to find a sympathetic jellyfish who will do anything to avoid hurting feelings or making decisions which are unpopular. By the same token, the leader who is unsympathetic, tactless, unknowledgeable and has no time for his men is just as disheartening and demoralizing. — RM1 R. R. B., USN.

• *For those who missed the discussion of leadership by Master Chief Petty Officer of the Navy GMCM Delbert D. Black (ALL HANDS, November 1969), and the letter on passing the buck by PNC R. R. Faust (ALL HANDS, January 1970), here's a review:*

## Says Chief Black

**O**NE OF A NAVYMAN'S most important responsibilities is to prepare himself to lead others.

Leadership is an attribute that cannot be issued through a supply system or injected by a hypodermic needle. It can only come from an acquired set of values: honor, duty, self-discipline and dedication to service.

We senior petty officers have about 600,000 men junior to us. Many of these men are older, and in some cases will know their job better than we do. They properly deserve our admiration and respect. On the other hand, the majority of our men will be youthful, relatively inexperienced, and away from home for the first time.

They will not only expect, but will need, your proper interest and guidance. I assure you they all will look to you daily for effective leadership by precept and example. Leadership is a difficult quality to measure and very difficult to teach well.

The division petty officer has proven to be a most valuable member of the Team. To some chief petty officers this poses a challenge. Be sure never to deny a petty officer his proper leadership function in the division. If you do, you will destroy his effectiveness

in his job and your important relationship with him.

**S**EELK THE BENEFIT of your petty officer's experience and counsel on certain matters, and give him the charge to carry out the division objective down to the lower rated level.

It is imperative to have this chain of command, and it is equally important to have a channel of understanding.

Bear in mind, also, that in order for you to be the recipient of the best advice from your petty officers, you will have to earn their respect. On the one hand you have a chain of command and a network of communications. On the other, you have what might be referred to as a channel of understanding. One complements the other; both are vital and necessary. There will always be one problem:

Does the man at the bottom of the chain understand what he is doing and why he is doing it?

It is the responsibility of every senior petty officer to help the men under him to solve their problems. We, the senior petty officers, have the ability and know-how to solve the vast majority of our men's problems within our own command's resources, and it is our duty to do so.

**W**E IN THE NAVY look back with pride upon Navy accomplishments and victories brought about by outstanding leadership. We should not, however, overlook shifts in leadership emphasis that are essential in keeping our leadership techniques current and effective.

The outlook of our young sailors of today indicates that the degree of leadership success depends less on the position of the leader than upon his ability to gain the full commitment of his men. I feel this has come about because we now have more intelligent, better educated men. These men are asking more probing questions — they will



not follow blindly. Their personal commitments will not be given just because of a leader's position: it has to be generated by him as a competent individual.

In the eyes of those he leads, the leader must be the most qualified person to direct them toward the desired goal. This means that the leader, more than ever before, is going to have to work at getting his men to adopt his goals as their own. This is not to imply that the relationship between responsibility and commensurate authority of our leader should be changed. It does imply that we must emphasize a more personalized attention to the individual, and actively seek his support in achieving clearly defined goals.

**A** PETTY OFFICER who has developed to a high degree the qualities of responsibility, reliability, self-confidence, self-expression and efficiency is a valuable petty officer. He is valuable to the Navy, to his community, and to himself. With these tools a man is capable of reaching his most ambitious goal. Without them he will just get along.

I feel the Navy's most valuable asset is a productive individual who makes an all-out effort to support his share of his command's burdens. Our young men recognize a responsible person. Leadership qualities are not inborn, they must be developed. If the new petty officer learns to accept and discharge responsibilities in general, his benefit to the Navy is invaluable. It is the vital job of our senior petty officers to make this happen.

#### Chief Faust

**I**T HAS BEEN my longtime observation that we—as petty officers and officers — are guilty of buck-passing.

In an article entitled "Too Much Human Relations," Professor Malcolm McNair of the Harvard Business School states, "To a very large extent, we in management have become pure, simple, unadulterated hypochondriacs about morale." The article goes on to explain that,

frequently, business failures can be attributed to excessive concern with human relations that causes an executive, in a position requiring the exercise of hardheadedness, to wallow in sentimentality and tender-mindedness in his attempts to be "fair" to his employees.

This military organization has to some extent become similarly afflicted. We are beginning to worry so much about people's feelings that judicious use of tough-mindedness has practically vanished from the scene.

(Editor's note: *At this time, it should be pointed out that Professor McNair has since corresponded with us, and stated: "The article from which PNC Faust has quoted was written entirely with relation to business and academic situations, and I have no basis whatsoever for judging the applicability of these concepts in the area of military organization." Now, back to Chief Faust.*)

**I**N RECENT YEARS we seem to have become obsessed with the, "let's keep this one, big, happy family" idea in our approach to discipline. It has reached a point where many

of our personnel seem to be willing to overlook faults in their juniors or bypass anything that may cause people to think that they are not "nice guys." It seems to me that no one wants to be considered a "bad guy" and the tendency to pass the buck of disapproval to someone higher up is steadily increasing. When you stop to think about it, just how high can the buck be passed? When Harry Truman was President, he had a sign posted in his office which read — THE BUCK STOPS HERE. Must it get that far?

The ultimate results of buck-passing are the inability to make any decisions at all and the eventual breakdown of both discipline and morale. We must stop this trend toward buck-passing by insuring that our people get the undiluted word.

When we are in a position where we should correct someone for a minor breach of military courtesy, we should correct him — it's our duty!

When we have a minor disciplinary problem that can be handled, legally, at our level of authority, we must handle it—it's our duty!

We may not be considered the personification of nice guys when we do these things, but we will be performing our duty and fulfilling our responsibilities. We are all in a military organization, not a popularity contest! We must be able leaders, not nice guys, to operate effectively and maintain discipline.

Of even more importance, we will be generating respect for ourselves and for military discipline and authority, thereby strengthening the organization of which we are members, the United States Navy.

• *We are happy to relay these views on the important subject of leadership. The subject remains open.* — Ed.

# from the desk of the Master Chief Petty Officer of the Navy

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## The Last Hurrah

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GMCM D. D. BLACK

Many Navy retirees and Fleet Reservists whom I've met or heard from are bitter.

Not about the 20 or 30 years that they spent in the service, but about their final day at their last command. These men, who served as good petty officers and experienced professionals, left the Navy without receiving an official "thank you" or "well done." Perhaps they have a right to be bitter.

After 20 years of Navy life, it is difficult to realize that one day—perhaps soon, or for sure within another 10 years—will be your last in the Navy. When that day comes, you'll probably be sad and excited, anxious and perhaps a little uncertain about the future. You should not be forgotten.

It is only proper that career Navymen leaving active service be given due recognition in a personal and thankful way. The Navy Department thinks a ceremony of some sort is important enough to the individual and to the career force in general as to require commands, by an article in the *BuPers Manual*, to express their appreciation to career Navymen, and in fact *all* departing Navymen, for their services.

The article points out that the commanding officer or executive officer shall "personally convey an expression of appreciation (to the man) for his service on behalf of the President, the Secretary of Defense and Secretary of the Navy and the Chief of Naval Operations." Of course, in unusual situations when the acknowledgement would cause any delay for the man being separated, the commanding officer may delegate an appropriate officer, such as the man's department head, to render the honor.

Commands are also encouraged to present a personalized letter to the man before his detachment, summarizing his naval duties and expressing the Navy's appreciation for honorable and faithful service. "Discretion shall be exercised in determining to whom letters shall be delivered. Members who are being detached for reasons of poor performance shall not be given letters of appreciation."

A very important point to remember is that the recognition and acknowledgement ceremony should take place at the man's last permanent duty station, where his friends and shipmates who know and have worked with him are serving, and not at a separation station where such a ceremony would be meaningless. This is especially true for men leaving deployed ships or overseas duty stations.

More specifically, with regard to a ceremony for men transferring to the Fleet Reserve or the retired list, the *BuPers Manual* states that the affair should include a sizeable assemblage from the ship's company as well as the citing of awards, commendations and other career highlights. The man will be given a Certificate of Retirement (DD Form 363N) or a Certificate of Transfer to the Fleet Reserve (NAVPFRS 1830/3).

Also, men being separated should make sure that their Armed Forces Report of Transfer or Discharge (DD Form 214N) has been properly and correctly prepared. This document is evidence of a man's active naval service and is a vital record for use by other government agencies which assist in obtaining rights and benefits for former active duty members.

If they wish, personnel who are serving overseas and are being separated under honorable conditions may be released at their duty stations if they want to travel or live in the foreign country. Applications for passports and for permission to remain in the country or its possessions should be initiated several months before the normal separation date. These applications should contain a statement from the commanding officer relevant to the date the man will be eligible for separation.

Navymen who are entitled to be returned to Alaska, Hawaii, Guam, Puerto Rico or the Virgin Islands, and who intend to reside in one of these places after separation, may request transfer to certain commands at these locations for temporary duty pending separation.

If a man stationed overseas volunteers for Project Transition, he will normally be transferred to arrive at the Transition site 10 days before his enlistment expiration date. Regular release from overseas commands will be seven days plus the travel time to the separation activity, before EAOS.

But no matter where a man chooses to reside or to be transferred from, he should be given a send-off that is traditionally Navy, one that he deserves and that will always be remembered. For sometimes it's the man's last hurrah that lasts the longest in his memory. It should be his greatest and proudest day.



# bulletin board

## *Time to Make Your Next Move? Here's How*

**Y**OU JUST GOT YOUR SEAVEY orders. You're a petty officer eligible for government-paid transportation of your household goods. If this is your first move, you may not know exactly what to do next.

For servicemen in your position, the Military Traffic Management and Terminal Service (MTMTS) has released an open letter outlining procedures and responsibilities for moving household goods. MTMTS has found that many difficulties arise because servicemen often are not absolutely clear about what they should and should not do.

This is the gist of MTMTS' open letter:

- Your first responsibility is to visit the nearest transportation office as soon as possible after receiving your orders. They will schedule an interview with a personal property counselor for you.

Think about your needs before this interview. What do you have to ship? Are there any valuables that require special handling? Are there any special services required (like moving a piano from the third floor)? How soon do you need your furniture at your new duty station?

- If you're married, take your wife along with you to the interview. The counselor will explain in detail everything you are entitled to and responsible for; be sure you get answers to all your questions before you sign the interview form. Remember, the counselor is there to help you.

During the interview you will select packing and pickup dates and a preferred date of delivery.

- Make sure your Application for Shipment of Household Goods (DD Form 1299), which the counselor will give you, is correctly and completely filled out; an error here can cost you money and many days' delay. Never sign a blank application.

- The carrier may make a pre-move survey at your home a few days before the scheduled packing date. Be present to answer his questions and to identify items of special value.

- Before the packers arrive on moving day, you are responsible for disconnecting all major appliances and dismantling the TV antenna, defrosting the refrigerator and freezer, removing curtains and pictures, dismantling outdoor play equipment and disposing of perishable food and worn-out items.

You should separate clothing and necessities you intend to take with you personally, and set aside professional books and equipment, so that they may be packed, marked and weighed separately.

But don't pack anything yourself unless you're willing to assume responsibility for damages; the carrier is not liable for items packed by the owner.

- You should supervise the entire job of packing and

picking up your household goods. Insure that every box has an inventory tag on it, and that all tags are recorded on the inventory prepared by the packers.

Before you sign the inventory and the Statement of Accessorial Services Performed (DD Form 619), make sure the actual condition of your possessions is recorded on the inventory and verify that all services listed in the other form have actually been performed by the carrier.

The carrier is responsible for giving you legible copies of both these forms, plus a copy of the government bill of lading for the shipment. You must have these copies to trace your shipment and make claims for damage or loss.

If you have any problems or questions, contact your transportation office immediately. Don't argue with the packers.

- As soon as you arrive at your new duty station, contact the nearest transportation office and give them an address and phone number where you can be reached when your shipment arrives.

- It is your responsibility to supervise the delivery of your household goods. Check off each carton from the inventory as it is unloaded.

The carriers will unpack all cartons, place your goods in the room you designate, unroll rugs and re-assemble furniture. They are also required to remove all empty containers and waste materials.

- You should inspect your belongings as they are unpacked and record any missing or damaged items on the delivery document. Once you have noted all discrepancies, sign the bill of lading and return it to the carrier. You cannot refuse to sign, whatever the condition of your shipment.

- If items in your shipment are lost or damaged, contact your transportation officer and legal officer immediately. They will assist you in filing a claim. Although the carrier is normally liable for only 60 cents a pound for interstate shipments, the government is authorized to reimburse you up to \$10,000 per shipment.

- To insure that carriers give high-quality service, it is essential that you complete a Report of Carrier Performance and return it to the transportation officer who gives you the form.

You can obtain more information from *It's Your Move* (NavSup Pub 380), a pamphlet available at any transportation office.

The key men in any move are you and the transportation officer. If you contact him any time you need help, and make sure you understand and fulfill your own responsibilities, you'll have no problems moving your household goods.

# REENLISTMENT QUALITY CONTROL II

**B**ECAUSE OF THE NAVY'S continuing manpower reductions, the need for quality personnel is becoming more pronounced. To achieve a goal of improved quality in the enlisted career force, a change to the Reenlistment Quality Control Program has provided for an earlier start in applying the controls on reenlistments beyond 20 years.

Effective 1 Jan 1971, a Navyman is required to meet the following qualifications applicable to his grade:

- Be a PO1 who has passed the CPO exam and is recommended for advancement, or a CPO, SCPO or MCPO, to be eligible for a reenlistment that would extend his active duty past 20 years.

- Be a CPO, SCPO or MCPO to be eligible for reenlistment that would take his service past the 23-year mark.

Under the earlier program (as reported in *ALL HANDS*, July 1970), the cutoff points were 22 years for PO1s and below who had not passed the chief's exam, and 25 years for men below CPO. These cri-

teria were scheduled to go into effect on 1 Jul 1971.

The revised criteria and earlier effective date have been made necessary by the recent cutbacks in the size of the Navy and by forecasts of continuing reductions.

If you're affected by the new rules, don't panic. Your CO is authorized to give you an extension to 30 Jun 1971 if you need it to take the February exam.

And—particularly if you're in one of the ratings or NECs listed in the box on page 52—you may be able to receive a meritorious waiver of the "professional growth standards" (the requirement that you pass the CPO test or make CPO by a certain time) if your CO and the Chief of Naval Personnel consider you an above-average petty officer.

Here are some details of the changes. For the complete story, see your personnel officer or check BuPers Inst. 1133.22A.

**A**DMIRAL THOMAS H. MOORER, while serving as chief of Naval Operations, expressed the purpose of reenlistment quality control:

"The Navy cannot afford to retain the man who has neither the potential nor the desire to serve in progressively more responsible positions."

The principle holds true now in particular. As reduced budgets make it necessary for the Navy to cut its manpower, it can afford to keep only the best men—those who have what it takes to move up to "progressively more responsible positions" and who fill those positions with credit to themselves and to the Navy.

As men who don't meet the standards leave the service, the quality control program benefits both the Navy as a whole—by increasing the quality of its petty officer force—and the career men who make the grade and stay in—by giving them better opportunities for advancement and enhancing their prestige and reason for pride. Meanwhile, of course, the men who are obliged to leave the Navy keep all their retirement or veterans' benefits.

The rules on first enlistments, and on second reenlistments for nonrated men, remain the same:

- For a first reenlistment, a Navyman must be a petty officer, or be in pay grade E-3 and have passed the PO3 exam and currently be recommended for advancement, or be an E-3 who formerly served as a PO in the current enlistment and be currently recommended for advancement to PO3.

- A non-petty-officer who reenlisted before 1 Nov 1969 must receive permission from the Chief of Naval Personnel to reenlist a second time, if he will have



TRAINING PAYS OFF—PO3 Robert D. Carter, radio operator, uses radio-teletype to inform field of position of P-3A Orion.





served less than eight years at his EAOS and if he has never met the present requirements for a first enlistment.

**A**S NOTED AT THE BEGINNING of this article, a man must be at least a PO1 who has passed the CPO exam to extend his active day-for-day service past 20 years, and at least a CPO to reenlist past 23 years.

For instance, a PO1 with 17 years' active service who has not yet passed a CPO exam cannot reenlist for more than three years now. If during those three years he does pass the test, he may reenlist for three more when his enlistment expires; or if he makes the hat, he may ship over for as much time as the law allows.

But if he doesn't pass the exam during that time, he'll be transferred to the Fleet Reserve or Retired List when he reaches 20 years.

That's how the program works ordinarily. But the Navy realizes that in some cases a Navymen may deserve special consideration—because either he or the Navy would suffer from too-strict adherence to the rules. So there are exceptions.

Men in grade E-3 who haven't met the standards for a first reenlistment may be given an extension to give them time to meet them—within certain limits, and only if the CO thinks they have the potential to pass the PO3 test.

This one-time extension is only given to men who are obligated for less than four years of active service. Regulars who enlisted for less than four years may be given an extension to bring their total active service to 47 months. A 2 x 6 Reservist may be kept on active duty until the four-year mark of his enlistment (including any inactive time he had before he went on active duty). For example, a Reservist who had a year of inactive duty and then two years of active service may extend his active duty for a year.

**F**OR MEN NEARING the 20- or 23-year cutoff points, here are the rules on extensions:

PO1s who are eligible and recommended for advancement to chief may receive an extension to 30

Jun 1971, giving them a chance to take the February exam. If they won't have reached 20 or 23 years by that date, they may reenlist or extend for a period expiring as soon as possible after they reach 20 or 23.

To illustrate, here are some sample situations for PO1s, showing how much time they may be allowed to extend or reenlist in each case.

Passed CPO Exam?	EAOS	Service of EAOS	Action Authorized
No	1 Aug 70	19 yrs, 2 mo.	Extend 11 mo.
No	1 Feb 71	21 yrs.	Extend 3 mo.
Yes	1 Aug 70	22 yrs., 5 mo.	Extend 11 mo.
Yes	1 Feb 71	24 yrs.	Extend 5 mo.
No	1 Aug 70	17 yrs.	Reenlist 3 yrs.
Yes	1 Feb 71	20 yrs, 2 mo.	Extend 34 mo.

**I**N ADDITION TO the above extension, a PO who is ineligible for service beyond 20 or 23 years may receive another small extension if his EAOS is within three months of the date he would become eligible for a higher rate of Fleet Reserve or retired retainer pay. This extension will be drawn up to expire on the effective date of the higher multiple, so the man will be transferred to the Fleet Reserve or Reserve Retired List on that day.

POs who are eligible for Seavey, but who would miss out on a shore assignment because of the quality con-



**ALL THE WAY TO THE TOP**—CO of USS Davidson (DE 1045) pins Master Chief anchors on Electrician's Mate Vern A. Luellen's collar.

trol program restrictions on length of service, may be allowed to extend enough to be eligible for transfer ashore.

Men in grade E-3 who are changing their rating through formal school training are exempt from the

usual "professional growth" requirements for a first reenlistment—that is, they don't have to be serving as a PO3 or have passed the PO3 exam or formerly have been a PO.

For some others, a CO may request a meritorious waiver of the growth criteria if he considers them well qualified for continuing in the Navy.

However, both commanding officers and BuPers will be very selective in requesting and granting waivers. They don't want to defeat the whole purpose of the program by handing out exemptions wholesale.

A man who receives a waiver will have to be an above-average performer—a real asset to the Navy. As the Navy reduces its strength, the emphasis in reenlist-

ment must be on quality, without neglecting to protect retirement benefits and prevent stagnation of advancement.

**T**HE NAVY HAS SHORTAGES of petty officers in the ratings and NECs listed in the box accompanying this story. All other things being equal, a PO1 in one of these specialties will have a better chance for a waiver than someone in another rating or NEC—especially if he doesn't mind the possibility of being transferred early.

But even for him there's no guarantee. The Navy will keep him on active duty only if he's a credit to the service.

The CO will give a man's record a long, hard look before he requests a waiver. No matter what the man's rating, the captain will consider his acceptance of responsibility, leadership ability, military behavior, education, financial responsibility, personal attitude and other factors before he decides whether it's to the Navy's best interest to keep the man on active duty.

And after he's through, the personnel managers in the Bureau will scrutinize the record again.

If you make the grade and are eligible for reenlistment, the Navy is proud to have you aboard. And as the Reenlistment Quality Control program improves advancement and prestige among career POs, you'll be prouder to be in the Navy yourself.

## For Enlisted Men With College Degrees: Five Paths to an Officer's Commission

**E**NLISTED NAVYMEN (and women) have a variety of paths to a commission. Some of them are described in BuPers Inst. 1120.35E.

This directive lists the Reserve Officer Programs available to active duty enlisted men and women who have baccalaureate degrees. Here's a summary:

- **Officer Candidate School.** The OCS Program offers 18 weeks of indoctrination training at Newport before commissioning as an ensign with a line, restricted line or staff corps designator. You're obligated for three years' active duty after commissioning.

- **Nuclear submarine officer (NUPOC-S)** candidates receive additional specialized training and must serve on active duty for four years.

Within the restricted line and staff corps, there are programs leading to designation as an Engineering Duty officer, Supply Corps officer, Civil Engineer Corps officer, and Special Duty officer in cryptology, intelligence, meteorology and oceanography. These require previous college study in the specialized fields.

- **Officer Candidate (Women).** The OC (W) program provides 16 weeks of training at Newport, leading to a commission in the unrestricted line or Supply Corps. Appointees normally serve on active duty for two years.

- **Aviation Officer Candidate.** After 16 weeks of indoctrination and primary flight training at Pensacola, AOC appointees are commissioned ensigns. They become Naval Aviators (1315) upon successful completion of flight training (11 to 13 months) and must

### PO1s Wanted in These Specialties

Your CO can request a meritorious waiver of the professional growth criteria for reenlistment beyond 20 years if he believes you're an above-average Navyman deserving of such special consideration—no matter what your rating or NEC.

However, PO1s in the ratings and NECs listed below will receive preferential consideration for waivers, because the Navy is short of petty officers in these fields.

Since waivers are granted only to fill specific deficiencies in each specialty, a major factor will be a man's willingness to be reassigned before his normal rotation time—possibly to sea duty. A man who is not in a billet requiring his special skills may need to be sent to one which does.

A man who doesn't want early reassignment may still receive a waiver. Decisions are made individually on each case. Those who are retained in the Navy who haven't indicated willingness to be reassigned early will keep their present Vey status.

Here are the preferred ratings and NECs for waivers. This list will be revised periodically as the needs of the Navy change.

#### Ratings

AC	BT	IM	OT
AME	CT (except	MM	PM
AQ	CTA)	MR	QM
AT	DC	MT	RD
AZ	D5	MU	SF
BR	ET	OM	ST
	FT		

#### NECs

CE-3391; 3398  
 CM-3391; 3398  
 DP-272X; 277X  
 EM-338X; 335X  
 EN-338X; 335X  
 EO-3391; 3398  
 GM-098X; 099X  
 HM-3391; 3398; 8402; 8493  
 IC-338X; 335X  
 RM-1539; 154X (less 1544); 231X; 2333; 2395  
 SW-3391; 3398  
 TM-0718; 0719; 0721; 074X (less 0744 and 0745); 334X  
 UT-3391; 3398  
 Any Rating—5311; 5322; 5327; 5332; 5341; 5342



serve on active duty for four and a half years thereafter.

- **Naval Aviation Officer Candidate.** The NAOC program leads to designation as Naval Flight Officer (1325). After 16 weeks of training at Pensacola, candidates receive specialized instruction in multiengine or jet aircraft. Appointees must serve on active duty for four years after commissioning. Under this program there is also a curriculum leading to designation as Air Intelligence Officer (1635).

- **Navy JAG Corps.** To qualify for this program you must be a graduate of an accredited law school and a member of the bar. If selected, you will be appointed a lieutenant and receive training at the Naval Justice School. You must serve on active duty for four years.

**A**PPPLICANTS FOR ALL these programs must be citizens of the United States and have baccalaureate degrees from regionally accredited colleges and universities. Applicants for the OCS program must be between ages 19 and 27 1/2; the other programs have very similar age requirements, with the exception of the JAG Corps program, which accepts applicants up to age 40.

All female applicants will be administered the Women's Officer Qualifying Test (WOQT). But male applicants don't have to take the Officer Qualifying Test (OQT) unless their applications are processed at recruit training commands. If you don't take the test, you should have a GCT score of at least 63 to be eligible to apply.

You must be physically qualified, although waivers may be granted for minor physical defects. And you must have at least six months of obligated service remaining when you receive orders to an officer school.

If you're interested, talk it over with your career counselor. He'll give you the details and help you prepare a written request to your commanding officer. Applications may be submitted at any time.

### **Submarine Nuclear Power Training: A Rewarding Challenge to Men in 6 Ratings**

The Navy needs high quality enlisted men to run its nuclear submarine force. It's eager to train qualified volunteers as atomic experts and to pay them extra for their skills.

If you're an ET, IC, EM, MM, EN or BT in any pay grade E-2 through E-6, you may be qualified for the submarine nuclear power program. Other requirements spelled out in the *Transfer Manual* include:

- A minimum GCT/ARI score of 115.
- Less than 25 years of age and no more than four years' active duty on the class convening date.
- At least three years' remaining obligated service and a minimum active duty obligation of six years.
- Graduation from high school (or GED equivalent).

Standards are necessarily high to meet the demand-

ing criteria for operational readiness and reactor safety.

If selected, you'll receive about a year of specialized training. First you'll attend Basic Nuclear Power School at Bainbridge or Mare Island for 24 weeks. Then you'll be ordered to 26 weeks of operational training on a prototype reactor plant at Idaho Falls, Ida.; Schenectady, N. Y.; or Windsor, Conn.

If you're not already qualified in submarines, you'll finish up with four to six weeks of basic submarine training at the Naval Submarine School in New London.

Upon successful completion of training, you'll be assigned to a nuclear billet in a fleet ballistic missile submarine or nuclear attack submarine. You'll receive sub pay (\$70 a month for a PO2 with over two years' service, for example) and may be eligible for proficiency pay (P-3: \$100) if you're career-designated.

You can find more information in BuPers Notice 1306 series.

### **Surface Warfare Designator: Far Qualified Seagoing Officers Only**

Officers have a new specialty category: Surface Warfare Officer, which, as the name suggests, identifies officers who are specialists in the field of warfare aboard surface ships. The designator, therefore, recognizes surface officers as specialists within the Unrestricted Line along with aviators, submariners, and SEAL and UDT members.

Both commissioned and warrant officers on active duty are eligible to receive the SWO designation after they have:

- Served at least six months in an operational surface ship or embarked staff.
- Demonstrated proficiency as a watch officer, which includes taking charge of a major watch station required by the command's battle bill.
- Demonstrated professional ability as naval officers, leaders and managers.

Officers considered qualified for the designator at the time of its inception last April automatically had their eligibility determined on the basis of at least 18 months' experience in a surface ship or embarked staff, and the fact that they had been selected for promotion.

This will be reflected in the officer's Officer Data Card and will be included as an entry in the *Register* once the necessary staff work has been completed.

All other officers must be recommended for, or request, the designation in accordance with BuPers Notice 1210 series. The final determination will be made by BuPers and the decision will be made known to the individual's commanding officer.

An appropriate SWO certificate for presentation upon receiving the designation is under consideration.

Until administrative procedures for assigning the SWO designation are incorporated into the *BuPers Manual*, commands should refer to BuPers Notice 1210 series.

## Seavey C-70: All Ashore Who Are Going Ashore

**S**EAVEY SEGMENT C-70 is well underway, bringing many seagoing Navymen the prospect of shore duty by early next year.

This installment of the sea-to-shore rotation program includes two special features:

- Men holding the following EOD, UDT and SEAL NECs are no longer in the Seavey system: 5321, 5322, 5326, 5327 and 5332. They are now being detailed centrally by BuPers. Distribution information for these men will be published in a BuPers notice.

- Journalists 2nd and 3rd class whose present sea duty began in July 1969 or earlier may volunteer for duty with main Navy recruiting stations whether or not they are eligible for Seavey. More details below.

For men in all ratings in the Seavey system, here are the rules:

**I**N GENERAL, if your present sea duty (which doesn't necessarily mean just your present ship, but includes all continuous sea assignments you've had) began during or before the month listed below for your rating and rate, you may be transferred to shore duty between February and May 1971. There are two additional requirements: you must have been on board your present command for duty on 1 Jul 1970, and you must have the required amount of obligated service.

For most of the rates listed, your active service must extend to January 1973 or later for you to qualify for shore duty. However, if your rate is marked with an asterisk (\*), you need only obligate to March 1972 or later.

If you are serving on toured sea duty (Types 3 and 4), there's one more stipulation: your TCD must fall in the months February through May 1971 for you to be eligible for transfer ashore.

Assuming you meet all the above qualifications, your personnel office will help you fill out a card giving your duty preferences. You can expect your orders sometime between October and January, and you'll go ashore between February and May.

Now for the JOs.

Recruiting stations in major cities throughout CONUS need JO3s and JO2s for public affairs duty. You may volunteer if:

- Your sea duty began in or before July 1969;
- Your obligated service extends to January 1972 or later (or you're willing to extend); and
- If you're on type 2 sea duty, you've been on board your present command since 1 Jul 1969 or earlier.

Any JO2s or JO3s who qualify may submit an Enlisted Transfer and Special Duty Request for recruiting station duty, and those selected may expect transfer by October of this year. See your personnel officer.

**H**ERE'S THE LIST of Sea Duty Commencement Dates (SDCDs). If your rate has an asterisk (\*) beside it, you need only have active duty extending to March 1972 or later. This provision is made for ratings in which not enough men have extended to fill shore requirements in the past. If your rate is not asterisked, your active duty must extend to January 1973 or later for you to be eligible to go ashore.

RATE	SDCD	GMM1	Jul 67	RM1	Dec 67	LI1	Nov 68	*IC3/FN	May 66	BU2	Moy 67
BM1	Moy 64	GMM2	Jul 67	*RM2	Dec 67	*LI2	Nov 68			BU3/CN	Moy 67
BM2	Dec 63	GMM3/SN	Jul 67	*RM3/SN	Dec 67	*LI3/SN	Nov 68	SF1	Moy 64	SW1	Sep 66
BM3	Dec 64							*SF2	Jun 67	SW2	May 66
BMSN	Nov 64	GMT1	Dec 68	YN1	Dec 68	MM1	Apr 64	*SF3	Jun 67	SW3/CN	Moy 66
		GMT2	Dec 68	*YN2	Feb 69	MM2	May 66	*SFFN	Apr 67		
QM1	Apr 63	GMT3/SN	Dec 68	*YN3/SN	Feb 69	MM3/FN	Oct 63			UT1	Nov 66
QM2	Aug 65							DC1	Jul 65	UT2	Nov 66
QM3	Aug 65	GMG1	Feb 65	*CYN3/SN	Dec 67	EN1	Sep 64	*DC2	Jun 67	UT3/CN	Nov 66
QMSN	Jul 65	GMG2	Jon 65			EN2	Jun 67	*DC3	Nov 66		
		GMG3/SN	Jon 65	SK1	Aug 66	*EN3/FN	Moy 68	*DCFN	Sep 66		
SM1	Jul 63			*SK2	Jun 68					ADR1	Sep 68
SM2	Moy 63	FTG1	Aug 65	*SK3/SN	Jun 68	MR1	Aug 65	EA1	May 68	*ADR2	Sep 68
SM3	Moy 63	FTG2	Aug 65			*MR2	Nov 66	EA2	Moy 68	*ADR3	Sep 68
SMSN	Jon 63	FTG3/SN	Aug 65	CS1	Nov 66	*MR3/FN	Nov 66	EA3/CN	May 68	*ADRAN	Jul 68
				CS2	Aug 67						
RD1	Sep 66	FTM1	Sep 66	CS3/SN	Nov 68	BT1	Aug 63	CE1	Sep 67	ADJ1	Sep 68
RD2	Sep 66	FTM2	Apr 66			BT2	Oct 65	CE2	Sep 67	*ADJ2	Sep 68
RD3/SN	Aug 65	FTM3/SN	Mor 66	SH1	Nov 64	BT3/FN	Oct 63	CE3/CN	Sep 67	*ADJ3	Sep 68
				SH2	Feb 66					*ADJAN	Jul 68
ST1	Jan 66			SH3/SN	Jul 63	BR1	Aug 64	EO1	Jan 67		
STG2	Jon 66	MN1	Mor 68					EO2	Jan 67	*AT1	Jun 68
STG3/SN	Aug 65	MN2	Mar 68	JO1	Feb 69	EM1	Aug 63	EO3/CN	Jan 67	*ATR2	Sep 68
STS2	Jan 66	MN3/SN	Mar 68	JO2	Feb 69	*EM2	Jon 67			*ATR3	Sep 68
STS3/SN	Aug 65			JO3/SN	Feb 69	*EM3	Jan 67	CM1	Jan 67	*ATRAN	Mar 68
		ET1	Sep 68			*EMFN	Jon 66	CM2	Jon 67		
TM1	Mar 67	ETN2	Apr 68	PC1	Feb 67			CM3/CN	Jon 67	*ATN2	Sep 68
TM2	Mor 67	ETN3/SN	Jun 67	PC2	Feb 67	IC1	May 64			*ATN3	Sep 68
TM3/SN	Mar 67	ETR2	Dec 67	PC3/SN	Feb 67	*IC2	May 66	BU1	May 67	*ATNAN	Mor 68
		ETR3/SN	Apr 67								



AX1	Jul 68	*ABEAN	Mar 68	*AE2	Sep 68	*AMHAN	Apr 68	AK1	Jun 68	*ASM3	Sep 68
*AX2	Jul 68			*AE3	Sep 68			*AK2	Feb 69	*ASMAN	Jun 68
*AX3/AN	Mar 68	ABF1	Feb 68	*AEAN	Mar 68	AME1	Sep 68	*AK3/AN	Feb 69		
		*ABF2	Aug 67			*AME2	Sep 68			HM1	Jun 68
AO1	May 68	*ABF3/AN	Feb 68	AMS1	Sep 68	*AME3	Sep 68	AS1	Sep 68	*HM2	Jun 68
*AO2	May 68			*AMS2	Sep 68	*AMEAN	Apr 68	*ASE2	Sep 68	*HM3	Sep 68
*AO3	May 68	ABH1	May 68	*AMS3	Sep 68			*ASE3	Sep 68	*HN	Sep 68
*AOAN	Mar 68	*ABH2	May 68	*AMSAN	Apr 68	PR1	Sep 68	*ASEAN	Jun 68		
		*ABH3	May 68			*PR2	Sep 68	*ASH2	Sep 68	SD1	Jul 66
ABE1	May 68	*ABHAN	Mar 68	AMH1	Sep 68	*PR3	Sep 68	*ASH3	Sep 68	SD2	Jul 66
*ABE2	May 68			*AMH2	Sep 68	*PRAN	Jul 68	*ASHAN	Jun 68	SD3	Nov 65
*ABE3	May 68	*AE1	Sep 68	*AMH3	Sep 68			*ASM2	Sep 68	TN	Sep 67

## Engineman Takes Navy Federal Credit Union to 150,000 Active Membership

The Navy Federal Credit Union is now 150,000 strong. Already the world's largest, it established the new mark for active membership last summer, when EN1 Thomas M. Austin walked into the NFCU's mobile office at Naval Communication Station, Cheltenham, Md., and submitted an application.

NFCU was organized by a group of Navy Department employees in 1933. By 1962 it had grown to 50,000 members.

Since then it has tripled its membership. During the last three years, it has averaged 1500 new accounts every month.

The share accounts of NFCU members now total over \$110 million. For more information on Credit Unions see the article in ALL HANDS, August 1968, page 27.

## List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Day of Anger* (WS) (C): Western; Lee Van Cleef, Giuliano Gemma.

*Oliver!* (WS) (C): Musical; Ron Moody, Shani Wallis.

*A Dream of Kings* (C): Drama; Anthony Quinn, Inger Stevens.

*The Only Game in Town* (C): Drama; Elizabeth Taylor, Warren Beatty.

*Ann of the Thousand Days* (WS) (C): Drama; Richard Burton, Genevieve Bujold.

*Skullduggery* (WS) (C): Drama; Burt Reynolds, Susan Clark.

*How to Commit Marriage* (C): Comedy; Bob Hope, Jackie Gleason.

*Kiss and Kill* (C): Drama; Christopher Lee, Richard Greene.

*The Molly Maguires* (WS) (C): Drama; Richard Harris, Sean Connery.

*The Young Rebel* (WS) (C): Drama; Horst Buchholz, Gina Lollobrigida.

*Age of Consent* (C): Drama; James Mason, Helen Mirren.

*Suicide Commando* (C): Drama; Aldo Ray, Luis Davila.

*Funny Girl* (WS) (C): Musical; Barbra Streisand, Omar Sharif.

*Tick . . . Tick . . . Tick* (WS) (C): Drama; Jim Brown, George Kennedy.

*Two Mules for Sister Sara* (WS) (C): Comedy; Shirley MacLaine, Clint Eastwood.

*The Savage Wild* (WS) (C): Documentary; Gordon Eastman, Carl Spore.

*The Ballad of Cable Hogue* (C): Western; Jason Robards, Stella Stevens.

*Midas Run* (C): Drama; Richard Crenna, Anne Heywood.

*That Cold Day in the Park* (C): Drama; Sandy Dennis, Michael Burns.

*A Bullet for Pretty Boy* (C): Drama; Fabian Forte, Jocelyn Lane.



GOING UP—Members of a SEAL/Underwater Demolition Team are picked up by a Sea Knight helo in the Pacific.

## Service Numbers Are on the Way Out As Social Security ID Is Phased Into Use

On 1 Jan 1972 you can forget your old service number as a military personnel identifier. By then it will have been replaced by your Social Security number on everything from your ID to your Geneva Convention card, according to present plans.

In the meantime, the Navy has taken another step toward phasing out the old number and phasing in the new. Both Social Security number and service number will now be included in the following cards and applications:

- Application for Armed Forces Identification Card (NavPers 5512/1).
- Armed Forces Identification Card (DD Form 2N) —Active, Reserve, and Retired.
- Application for Uniformed Services Identification Card (DD Form 1172).
- Uniformed Services Identification and Privilege Card (DD Form 1173).
- Geneva Convention Identification Card (DD Form 528).

Don't worry about your present ID card or any other cards you've already been issued, though. The Navy plans to avoid wholesale reissue by making changes only on newly issued cards.

## Vietnam Rotation—Make Plans Before You Have Completed 6 Months of Tour

If you're on an in-country tour in Vietnam, you've probably been counting the days. If you have, remember that the most important date is the middle point.

That day—the day you've completed six months of your tour—is the deadline for:

- Deciding on your duty preferences for rotation. You can't change them again after the midpoint of your tour.

- Requesting a tour extension or second tour.
- Asking for early separation if you're eligible.

The six-month point is the last time you can put in a request for either a tour extension or an early out.

You're going through some special hardships as a Navyman in-country. In return, the Navy will give you every possible consideration after your tour ends. Some of the benefits you can expect:

- 30 days' leave when you finish your tour.
- Coast of choice if you're eligible for sea duty. (Men requesting the Atlantic Fleet must have at least 16 months' obligated service remaining.)
- Assignment to a unit which is not scheduled for an extended deployment within three months of the date you report.
- Priority consideration for any schools for which you're qualified and recommended.
- Priority consideration (after Seavey-eligible men) for preferred overseas shore duty.
- Guaranteed assignment to shore duty if you're Seavey eligible—with priority for instructor or recruiter billets if you're qualified.

The above rules apply to Navymen other than hos-

pital corpsmen and Seabees ending in-country Vietnam tours, either ashore or aboard nonrotated ships or units. Hospital corpsmen and Seabees completing RVN tours are under special rotation rules contained in BuPers Notice 1306 of 21 Feb 1970 (HMs) and BuPers Notice 1306 of 24 Nov 1969 (Seabees).

You may receive extra benefits if you're a PO2 or above, with experience as an advisor or in riverine warfare, completing your second full voluntary tour in Vietnam.

In that case, your second tour will count as two years of sea duty for Seavey purposes. If you're not eligible for shore duty, you will be guaranteed your choice of homeport area if you choose New England, the Middle Atlantic, the Southeast, Southern California or Hawaii. If you are Seavey-eligible, you'll be guaranteed your choice of naval district for your shore assignment.

Details on your reassignment after Vietnam are in BuPers Notice 1306 (11 Jul 1970).

## Tell Your Friends: December Deadline For NROTC College Scholarship Program

Do you have a friend (or son, or younger brother) who will be graduating from high school next spring? Turn him on to the Naval Reserve Officer Training Corps (NROTC) College Scholarship Program.

If he's accepted for the program, the Navy will pay for all his tuition, fees, books and uniforms for four years of study at any one of many colleges and universities which have NROTC units—with a \$50-a-month subsistence allowance thrown in.

Applicants will be considered on the basis of their scores on either the Scholastic Aptitude Test (SAT) of the College Entrance Examination Board, or the American College Testing Program (ACT) exam.

Applicants should take one of these tests before 31 Dec 1970 and arrange for the testing agency to forward their scores to the NROTC College Scholarship Program.

Deadline for applications for the 1971 program is 1 Dec 1970. Application forms are available from high school counselors, Navy and Marine Corps recruiting stations, or the Chief of Naval Personnel (Pers-B6411), Navy Department, Washington, D. C. 20370.

## Referral Program Lets the Computer Do The Walking for Job Hunting Retirees

If you are scheduled to retire soon or have more than 10 years' active service and are leaving the Navy because of a disability, you may be eligible to participate in a new job-hunting service sponsored by the Department of Defense.

Called *Referral*, the DOD Program is a computerized man-job match system intended to provide a means by which communication between you, the prospective retiree, and your potential employer may be enhanced.



*Referral* assistance will include counseling designed to assist you in determining your post-service employment objectives, acquaint you with the civilian job market, assist you with job-seeking techniques and assist you with resume preparation.

Within the Navy, the *Referral* program is being conducted through *Transition* facilities. It is designed to expand the employment opportunities of the nearly 14,000 Navy men and women who retire annually. The majority of these individuals, after having served a full career in uniform, or at least 19 and six, need and seek full-time second careers.

Initial registration of prospective retirees began on 1 Jun 1970. Employers' registration was scheduled to commence on 1 August. Computer man-job matching was also scheduled to begin in August.

For prospective retirees who are stationed in CONUS at locations not readily accessible to a *Transition* site, *Referral* assistance visits will be established. Within the limitations imposed by budgetary constraints, these visits will be planned to reach the majority of prospective Navy retirees who do not otherwise have access to a *Transition* site.

Personnel who will be deployed or assigned to overseas billets during the six-month period preceding their date of retirement are encouraged to follow the procedures listed below:

- Before deployment or transfer overseas, participate in *Referral* counseling sessions.
- Complete a *Referral* registration form with the assistance of a counselor.
- Six months before retirement, submit the completed *Referral* registration form to the appropriate *Transition* site listed below.

Navy men deployed in Atlantic Fleet units or assigned overseas duty in the Atlantic Fleet or Mediterranean area should address *Referral* correspondence to: Commanding Officer, Attn: REFERRAL, U. S. Naval Station, Norfolk, Va. 23511.

If you're deployed in the Pacific Fleet or assigned overseas duty in the Pacific Fleet or WestPac area, your *Referral* correspondence should be addressed to: Commanding Officer, Attn: REFERRAL, U. S. Naval Station, San Diego, Calif. 92136.

For more detailed information, refer to BuPers Inst. 1760.18.

A helpful booklet for Navy men and women approaching retirement or transfer to the Fleet Reserve is the *Guide for Retired Personnel and Their Families*. As discussed in BuPers Notice 1800 series, the booklet is available through regular supply channels at no cost to the individual.

### **Courses in Aviation Medicine and Joint Operations Revised for Medical Personnel**

Two recently revised correspondence courses are now available to Navy medical personnel, commissioned and enlisted:

- *Aviation Medicine Practice* (NavPers 10912-B)

contains six assignments. The related new text, *U. S. Naval Flight Surgeon's Manual*, provides the latest information on the physiology, psychology and pathology of manned flight.

• *Medical Service in Joint Overseas Operations* (NavPers 10769-A) has two assignments. The course outlines the organizations and functions of the medical branches of the Army, Navy and Air Force, and their interaction in unified and joint operations.

Requests for enrollment should be addressed via command channels to the Commanding Officer, Naval Medical School, National Naval Medical Center, Bethesda, Md. 20014 (Attn: Correspondence Course Division).



Crewmember of carrier USS Ranger on the job. Drawing by SN  
D. T. Brontsema, USN.

### **AQ, AT Will Absorb 4 Aviation Service Rating Specialties Effective Next Year**

Four aviation service ratings will be eliminated next year.

The latest change in the enlisted rating structure simplifies the AQ and AT general ratings by doing away with the service ratings AQB, AQF, ATR and ATN.

For newcomers, an AQ is an Aviation Fire Control Technician and AT means Aviation Electronics Technician.

Effective 1 Mar 1971, AQBs (Bomb Director) and AQFs (Fire Control) will be assigned the general rating AQ; ATRs (Radar) and ATNs (Communications and Navigation Equipment) will become ATs.

Separate examinations will be administered for the service ratings through February 1971.

Information on this change to the rating structure appeared in BuPers Notice 1440 series.

# Letters to the Editor



## Sea Duty Commencement Dates

SIR: Before I was assigned to Class "B" School for duty under instruction, I had a sea duty commencement date of March 1966. After I completed my instruction, I was given a new sea duty commencement date.

According to the *Transfer Manual*, paragraph 3.15b, a man's sea duty commencement date doesn't change once he has begun his sea duty. This, according to the *Transfer Manual*, is true despite later permanent reassignments at sea or temporary assignments to other sea or shore activities.

According to a chief yeoman, however, the words "temporary assignment" are a figure of speech and that's how I got the new sea duty commencement date. Is he right?—YN1 E. E. E., USN.

• *He's wrong. Merely going to school, to a hospital or to temporary duty between sea assignments will not terminate a SDCC. The reasons for which a sea duty commencement date can be terminated are given in article 3.15d of the Transfer Manual.*—Ed.

## Promotion to CWO-3

SIR: I am a temporary CWO-2 who has been selected to CWO-3 as of 1 December of this year. My permanent enlisted grade is E-9.

I am told that, if I accept my appointment to CWO-3, I must serve in that grade for at least two years in an active duty status before I can retire.

I would like to know if this is invariably true, so I can make long range plans concerning my retirement.—H. A. T., CWO-2, USN.

• *Usually, a CWO-3 must complete at least two years in grade and on active duty before he can retire.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*The time is computed from his date of rank.*

*Waivers are sometimes granted, however, and each case is considered individually. Many of the exceptions to the rule are made because of undue personal hardship, performance and, of course, reduction in authorized strength.*

*If you would like to get the official word on the subject, look up SecNav Inst. 1811.3 series.*—Ed.

## Combat Aircrewman Designator

SIR: Who is eligible to wear the Combat Aircrewman breast insignia? Does combat duty in Vietnam as an aircrewman qualify me for this award?—AO2 R. C. W., USN.

• *The designator "Combat Aircrewman" has not been authorized since the end of World War II. Only servicemen who earned the designation before then are eligible to wear the breast insignia. Service in the Republic of Vietnam does not qualify you for this award.*

*But you are eligible to wear the Aircrewman breast insignia as long as you maintain the designation (AC). The right to wear aircrewman wings is rescinded only when an aircrewman is disqualified because he lacks the minimum operational qualifications (as determined by examination) or fails to volunteer for assigned aircrew duty.*

*The aircrewman insignia makes no distinction for combat service. This*

*recognition is provided through the system of awards and medals.*

*Current criteria for the designation Aircrewman are contained in OpNav Instruction 3710.7.*—Ed.

## Proceed to the Same Place

SIR: Is proceed time authorized when a man transfers between two stations at the same place or between two ships having the same home port or home yard?—LT A. P. W., USN.

• *Usually proceed time isn't allowed on a transfer between two stations at the same place or between two ships having the same home port or home yard.*

*An exception can be made, however, at the discretion of the commanding officer of the transferring activity when a man goes from a shore station to sea duty.*

*There are conditions and qualifications concerning who is entitled and how orders are worded which can be found in BuPers Manual 1830160.8.*—Ed.

## Sell Leave When Extending?

SIR: I was always under the impression that an extension had to be effective for at least two years or more for a man to be able to sell leave on the books. A YN1 and I checked the *NavCompt Manual* and could find no definite answer to the question: Can a man "sell" his unused leave when a one-year extension goes into effect? Our DK could offer no help. This is the first case I've run into which involved a man wanting to sell his leave on a one-year extension.—PN2 R. D. F.

• *See the BuPers Manual, article 2650180. It says specifically that a man may receive a lump-sum payment for his unused earned leave on*



the date preceding the effective date of a first extension of enlistment. No minimum extension is specified.

And here's a reference for your DK to look up: DOD Military Pay and Allowances Entitlements Manual, Part 4, Section 4, Rule 2, Table 4-4-4, on page 4-28. It says that a man making his first extension can be paid for unused leave, unless he elects to carry his balance forward into the extension. As in the BuPers Manual, no minimum is specified in the DOD Pay Manual.

It is true, as noted in BuPers Manual, article 1050150.3.b, that a reenlistment bonus cannot be paid to a man until his extensions total two years or more; but a reenlistment bonus is dough of a different color from payment for unused leave.

In short, if it's his first extension, no matter how long it is, a man is entitled to sell his leave if he wants to.—ED.

### And Then There's Aroostook

SIR: The item about *uss Shawmut* in the April issue contains two factual errors.

First, *Shawmut* was not renamed *Oglala* as a result of a visit by President Coolidge to the *Oglala* tribe. The change was ordered to avoid confusion with *uss Chaumont*, an AP then active.

It is doubtful that Coolidge knew of *Shawmut's* existence. When he was told a new heavy cruiser had been named after his home town, Northampton, his only comment was, "a pretty expensive compliment."

Secondly, *Shawmut* did not become an aircraft tender in the early 20s. That was her sister ship, *uss Aroostook*. *Shawmut* remained a minelayer until she was banged up at Pearl Harbor. She served in World War II as a repair ship.

*Shawmut* was based at Gloucester, Mass., throughout the 1920s, except for annual trips to Guantanamo Bay.—Ex.-RM J.F.F., USN.

• You're right about the name change: *Shawmut* was renamed *Oglala* to avoid confusion with *uss Chaumont*.

The Ship's History Branch assures us, however, that *Shawmut* did indeed serve as an aircraft tender dur-

ing the 20s, although she was never reclassified as such. She kept the designation CM-4 until World War II.

Our sources are unable to say where *Shawmut* was based during the 1920s, but think it unlikely that she operated out of Gloucester, Mass., since most of the air activity centered around the mid-Atlantic seaboard in those days.

You mention *Shawmut's* sister ship, *uss Aroostook*, whose history is very similar. *Shawmut* and *Aroostook* were originally ss Massachusetts and Bunker Hill. They were built in 1907, purchased by the Navy in 1917 and converted to minelayers for use in World War I.

After the war *Shawmut* was refitted as an aircraft tender and operated with the fledgling naval air arm until 1928, when her name was changed to *Oglala* and she returned to the mine force.

*Oglala* was badly damaged during the attack on Pearl Harbor. After extensive repairs at Long Beach, she was recommissioned and her classification was changed from minelayer to repair ship (ARG 1). She remained in commission until 1947. (See ALL HANDS, April 1970 and March 1969, for more details.)

Meanwhile, her sister ship *Aroostook* was converted into an aircraft tender after World War I and transferred to the West Coast. During the 20s she served with the air arm of the Pacific Fleet and came east only to take Marines to Nicaragua in 1927

and to bring them back to the Pacific Coast in 1930.

*Aroostook* was out of commission from 1931 until World War II, when she was converted to AK 44. In 1943 she was transferred to the Army.—ED.

### Social Security ID

SIR: When does the Navy intend to switch to the Social Security Account Number in place of the file and service number system?—LTJG F. P. C., USNR.

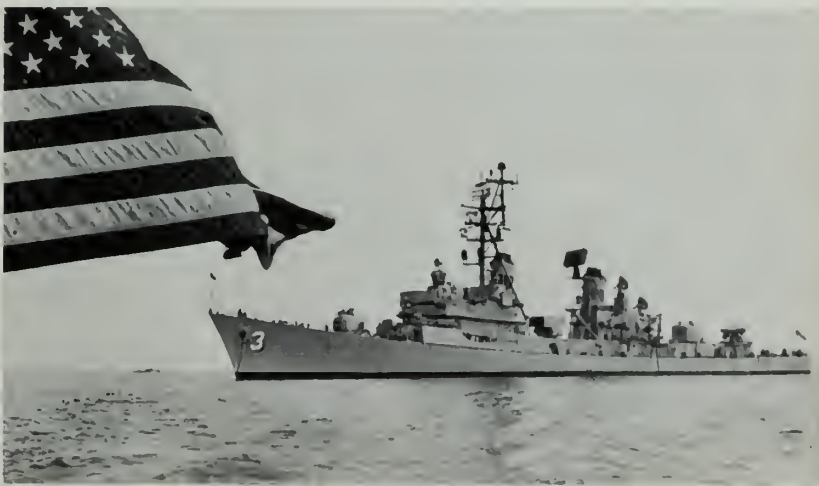
• As it stands now, the Navy plans to continue using the military service number as a means of identification until 1 Jan 1972. At that time, the SSAN will become the "military personnel identifier," according to BuPers Inst. 1070.20 (ALL HANDS, August 1969). See also p. 56, this issue.

Meanwhile, if an individual entering the Navy has not been issued a SSAN by the Social Security Administration, the Navy will issue him a temporary (pseudo) SSAN for use until a valid SSAN can be obtained.

Inasmuch as the SSAN is comprised of two digits more than the service number and three more than the file number, certain modifications to standard Navy and DOD forms are necessary, including the ID card.

However, it is not planned to re-issue all ID cards within a specified time. Instead, new cards will be phased in as the use of the SSAN phases into affected systems, such as personnel, pay, and medical.—ED.

The Sixth Fleet's guided missile destroyer USS John King (DDG 3) rides at anchor in the Gulf of Antalya.



### Rally 'Round the Pennant

SIR: Leafing through some back issues of your magazine, I noticed a picture on the inside back cover of the December 1969 issue (see inset), and it's all wrong. I pull colors duty quite often, but neither the church pennant nor any other pennant is allowed to go above the U. S. flag. Take it from a Marine, my Navy friends. It's all wrong.—CPL M. A. V., USMC.

• Sorry, Corporal, but we stand our ground, backed up by the following article taken from DNC 27A, U. S. Naval Flags and Pennants (art. 330) Church Pennant:

Section 3 of Public Law 829-77th Congress, as amended by Public Law 107-83rd Congress, authorizes the use of the church pennant above the national ensign "during church services conducted by naval chaplains at sea." . . . If divine services are being conducted, or commence at the time of morning colors, the ensign shall be hoisted to the peak at the prescribed time. The church pennant is then hoisted and the ensign dipped just clear of the church pennant . . . Should the ensign be displayed at half-mast, the church pennant shall be hoisted just above the ensign. . . . Should divine services be conducted during time of evening colors, the church pennant shall be hauled down and the ensign hoisted to the peak just prior to the time for colors; the ensign is then hauled down at the prescribed time . . . Shore stations, while not authorized to display the church pennant above the ensign, may display it separately if desired.

We surmise that you based your argument solely on directives which apply to shore stations.—Ed.

### Broken Service

SIR: I was discharged from the Navy in February 1969 as a petty officer 1st class. I reenlisted 10 months later. Can I count my accumulated time in pay grade for advancement purposes?

I would like to compete in the next Navywide examinations for chief petty officer, if possible. Does the Chief of Naval Personnel grant waivers on time in rate for broken

service reenlistments?—CT1 R. L. G., USN.

• No, to both of your questions. More than 90 days' break between enlistments disqualifies you for several advantages of continuous service, including any accumulated time. You cannot credit time in pay grade during previous enlistments toward meeting advancement requirements.

The Advancement Section also informs us that, in fairness to Navymen who preserve unbroken service, time-in-rate waivers are not normally granted to broken service reenlistees.—Ed.

### The Ups and Downs of Pay

SIR: An accepted and regularly practiced concept throughout life, especially in a military organization, is that the more diligently one applies himself, the higher he will rise up the ladder of success.

Three basic means of measuring a man's progress are his social status, prestige among his peers, and the amount of money he is paid to do his job. Social status and prestige are largely controlled by the individual himself. However, pay is something entirely different, and is a subject I would like to discuss.

My subject has three categories: special pays for hazardous duties; warrant officer pay versus senior and master chief petty officer pay; and variances in BAQ.

First, hazardous duty pay which, regardless of the labels the Navy places upon it, amounts to extra money paid to men who regularly perform duties considered to be more hazardous to life and limb than those of the average Navyman.

Presently, in all but a few special pay groups (Explosive Ordnance Disposal being one), the officer receives more pay than his enlisted counterpart. Ten years ago, an officer in EOD received twice as much pay as did the enlisted man with the same qualifications. However, through a series of four pay raises, the enlisted member's pay was brought up to equal that of the officer's while at the same time the officer's pay has remained at the same level. Why?

Now, is it not unjust and unfair that an enlisted man with the same

amount of time in the Navy receives more basic pay than an officer? I am, of course, referring to the E-8 and E-9 pay scale as opposed to that of a warrant officer and chief warrant officer.

With regard to my question on BAQ, the following is a matter of record: a warrant officer with dependents and more than 17 years in service receives \$110.10 per month allowance; senior and master chief petty officers and lieutenants (jg), the latter with more than four years, all of whom have dependents, receive \$120; and a lieutenant with dependents draws \$130.05 BAQ allowance. Why?—WO1 G. D. G., USN.

• It often is incorrectly generalized that incentive pay and special pay are the same thing. There is a legal distinction between the two, and this in part answers your question.

Title 37, U. S. Code, section 301 (Incentive pay: hazardous duty) prescribes the specific rates for incentive pay for hazardous duty. Section 304 (Special pay: diving duty) on the other hand, prescribes only the maximum monthly rate of \$110, and authorizes the Secretary of Defense to prescribe the individual rates.

In August 1961, when diving rates were established at a flat monthly rate, all officers were authorized \$110 while enlisted rates varied. Since that time, enlisted diving rates have been adjusted several times to recognize the varying levels of skill and training required in each diving specialty.

In 1968, an attempt was made to increase the rate established by Section 304; however, since enlisted rates had never reached the maximum limit of \$110, the Secretary of Defense stated that this would be a prerequisite for any request for increase. Therefore, in April 1969, certain enlisted diving rates (EOD among them) were raised to the maximum of \$110—the same as officers.

A proposal is currently being prepared in the Bureau of Naval Personnel to provide more adequate special pay for all divers.

Regarding variances in pay, it would help if the payline was not viewed as one continuous line from E-1 through O-10, but rather as three different pay scales: E-1 through E-9;



W-1 through W-4; and O-1 through O-10.

Within each category, your premise is true—of two men with the same amount of time in the Navy, the senior will always receive more basic pay than the junior. But, once you cross over into another pay scale, you are in a different ball park and you will find inversions.

Recognizing that this is a real dollars-and-cents problem for many warrant officers and limited duty officers, a study is being conducted within BuPers to determine what administrative actions can be taken to improve the situation.

In the meantime, we believe our comments in the January 1970 ALL HANDS (page 23) are still valid. Considering the average total service time at which advancements occur, WOs and LDOs receive more total pay in the long run. Furthermore, the situation to which you refer seldom occurs.

Again, as in the basic pay structure, it might clarify things to view quarters allowances as three different scales, since BAQ is not based on longevity but on pay grade and dependency status. Unfortunately, there is no immediate solution to this problem, but many believe that conversion to a salary system would eliminate most BAQ inequities.—Ed.

### Time Limit on VRB

SIR: In a letter published in ALL HANDS, June 1970, p. 61, YN1 G. E. T. asked some questions concerning his eligibility for VRB.

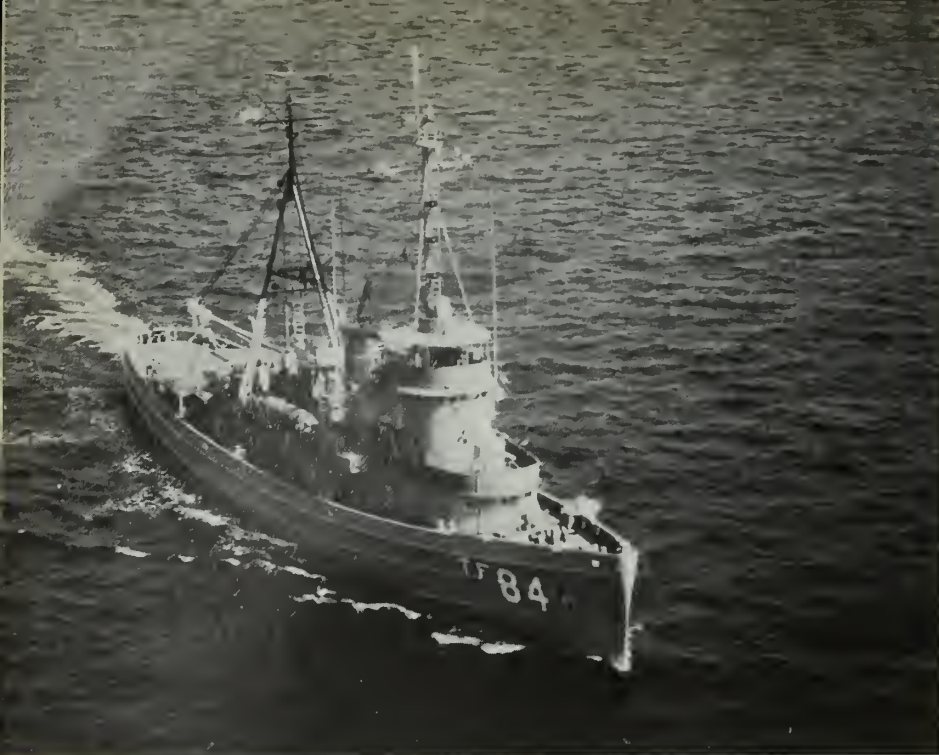
Please correct me if I'm wrong; however, shouldn't you have informed G. E. T. that he is ineligible for VRB? He states in the second paragraph of his letter that "I'm a Surface TAR with 10 years of active service."

Paragraph 7.f of BuPers Inst. 1133.18C states that to be eligible for VRB, a person must have not more than eight years of total active duty.—PN1 R. M. S., usn.

• You're right as of 1 Jul 1970. On that date, BuPers Inst. 1133.18C became effective, the eight-year maximum was set. We prepared our answer to G. E. T.'s letter from information obtained before the new instruction came out.—Ed.



REVIVING AN OLD TRADITION in novel photography, USS Gurke (DD 783) presents herself and her crew for the kickoff of her 25th birthday celebration at the San Diego Naval Station on 12 May. Gone are the tiers of yordorms which could support the entire crew, but the spirit and pride live on. Gurke was commissioned on 12 May 1945, and has since been on continuous duty with the Pacific Fleet. She has completed 17 deployments to the Western Pacific, serving in three conflicts.—Photo by PH1 Robert Woods, USN.



USS Cree (ATF 84), winner of the annual Marjorie Sterrett Battleship Fund Award, steams in the Pacific.

## LDO Rotation Alive and Well

**SIR:** The increase in the sea tour for LDOs and warrant officers last year was supposed to stabilize the talent on ships. However, looking from this side of the glass, I'd say the plan would appear to be a failure, with too many getting out rather than face the three years.

From the Bureau standpoint, is the program a success? Are there enough officers accepting the longer tour to offset those who are "running"? I notice that our "untalented" compatriots are still on short tours and with better advancement potential.—LT G. A. S., USN.

• Our sources in the Officer Distribution Division of BuPers say that there are very few aviation LDOs or WOs who are "running" because of the new tour lengths — three years ashore and three at sea. In fact, they can't detect any increase in early transfers to the Fleet Reserve since the new tours were established.

They make a good case for the 3-and-3 system. In summary, here is the Bureau's side of the glass:

Previously, tours were three years ashore and four at sea—with the sea time sometimes split into two years aboard ship and two in a squadron. Then the tours were changed to two

years ashore and two at sea, in an attempt to shorten sea tours and put LDOs and WOs on the same rotation schedule as other aviation officers. For stability purposes, this didn't work—so the present 3-and-3 rotation was adopted.

The 2-and-2 system looks better on the surface. Two years at sea at a stretch is easier to take than three. But is it really better, all things considered?

One of the biggest complaints of all Navymen is the many moves involved in changing duty stations. Frequent moving causes personal disruptions: homes have to be bought and sold on short notice, children must change schools after (or during) almost every year, and wives can't find work because the family won't be in town very long.

The 3-and-3 program gives better family stability, and at the same time meets the Navy's need for uniformity of production from sea and shore billets. Under the 2-and-2 system, men left ships after only one cruise, or in the middle of a second.

And over a full career, 3-and-3 rotation gives an officer just as much time ashore as 2-and-2—or even more in some cases.

Let's assume the average LDO makes his commission after about 12

or 14 years of service and stays in to retirement at 30.

In an 18-year officer career, an LDO under the 2-and-2 system would serve 10 years at sea and eight ashore (assuming that his first tour was at sea) and make nine moves. An officer with 3-and-3 rotation, again with his first tour at sea, would have nine years at sea and nine ashore, with only six moves.

Evidently, both the Navy and the officer make out with 3-and-3.

Most of the affected officers realize how well off they are. The attrition rate appears to be the same as before.—Ed.

## Ribbons on Working Uniform

**SIR:** Why can't Navymen in pay grades E-7 and above wear their ribbons on tropical khaki longs?—LT W. D. P., USN.

• The Navy considers the tropical khaki long uniform to be a working uniform and the addition of ribbons would make it less serviceable.—Ed.

## Another Square Knot Chief

**SIR:** In the April issue, page 59, you said that the only "Square-Knot Chief" known was the TMC shown in the picture.

Well, I have an uncle who shipped in 1902 and received a medical discharge well before WWII. He was very upset when he was recalled to push a desk after being a chief aviation machinist's mate for so many years.

My uncle, William T. Carman, has a picture of himself in his uniform, and I recall seeing the figure-eight knot on his left sleeve. His home is Louisville, Ky. He is 80-odd years old and not as spry as the TMC with the pretty girl; however, he still looks just like a true sailor. — CT1 Paul W. Settle, USN.

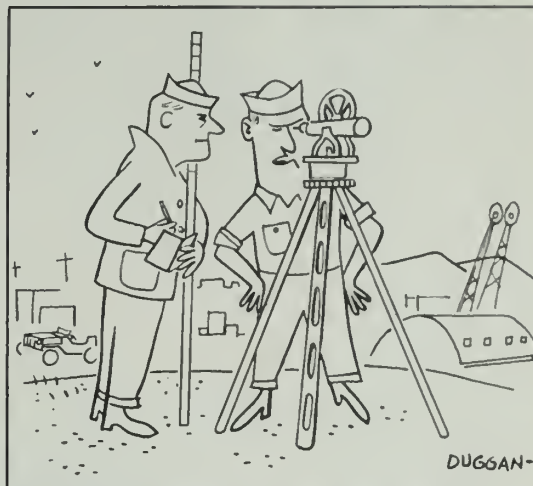
• Glad to hear that there's another of the old apprentice boys around. We wish you'd been able to get us a copy of that picture.

However, we didn't mean to imply that TMC Harry Morris is the last former apprentice alive. We intended to say that, since he retired in 1958, he may have been the last on active duty.—Ed.





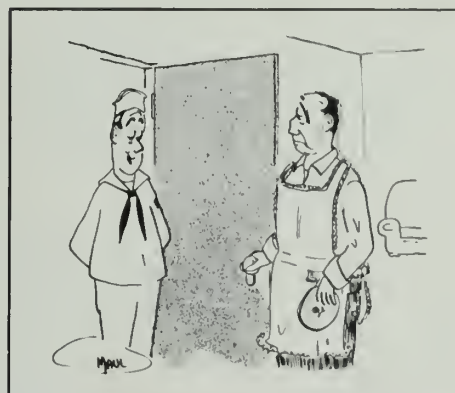
"You have a gentle nature, but can be firm if the occasion demands."



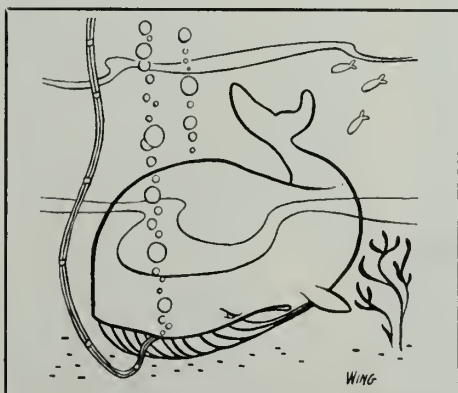
"Bearing 141 degrees-32 minutes-15 seconds south elevation 5 point 01—Naw! Chaw line hasn't moved."



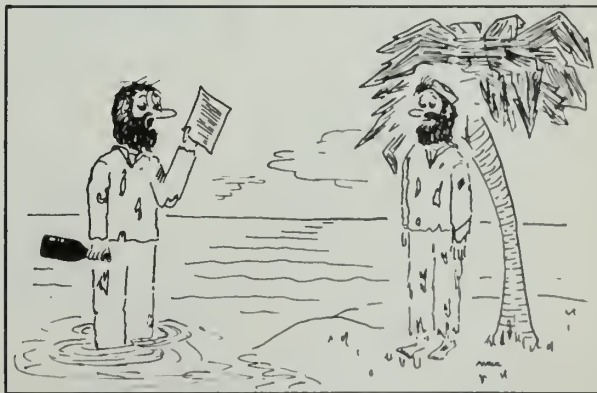
"And furthermore, you're making the rest of us look like jerks, wearing coots."



"Hi, Chief! Just thought I'd drop in and . . . say . . . that's pretty sharp! Make it yourself?"



" . . . I found the sunken hulk, but I'm having trouble opening the hatch."



"It's from us."

# TAFFRAIL TALK

**T**HE ANNUAL EVENT didn't get a great deal of publicity outside Boston—but it meant a lot to Navymen with a sense of history. *USS Constitution* (IX 21) was making her yearly cruise. The oldest commissioned ship in the Navy was underway again, reliving in a small way the exploits that earned her the name "Old Ironsides" more than a century and a half ago.

As Navy cruises go, it wasn't much—two hours under tow before returning to her berth at the Boston Naval Shipyard. The purpose is simply to turn the frigate around so her hull, masts and rigging will weather evenly on both sides.

But it's a big event for the 1st Naval District, which *Constitution* serves as flagship. About 250 guests—more than half the number of men she carried in fighting days—were invited to join Rear Admiral Joseph C. Wylie, commandant of the district, for the short trip.

When she was launched in 1797, *Constitution* was the most powerful and efficient warship in the young American Navy. Fighting the French in 1798, the Barbary pirates in 1804 and the British in the War of 1812, she never knew defeat.

Her log records some of the great moments and men of naval history. Stephen Decatur's daring raid to destroy the frigate *Philadelphia*, which had been captured by Tripolitan pirates, was planned in the cabin of *Constitution*, flagship of Commodore Edward Preble. Captain Isaac Hull directed the half-hour of close-quarters fighting which left the British *Guerriere* dismasted and helpless. Commodore William Bainbridge led "Old Ironsides" to a similar victory over the frigate *Java*.

Though the enemy could never destroy her, the ravages of time almost did. In 1830, she was condemned as unseaworthy and scheduled to be broken up. Only the wave of popular feeling aroused by Oliver Wendell Holmes' famous poem saved her; she was rebuilt and made several cruises, including one around the world in 1844-45.

After a tour as a training ship at the Naval Academy (during which her commanding officers included Lieutenant Commanders David Porter and George Dewey), she made her last trip abroad, to France in 1878.

Again threatened with destruction in 1905, she was saved again by public opinion and partially restored. In the '20s she was completely rebuilt—the work largely financed by contributions from the American people, particularly schoolchildren.

Her fighting career ended before our grandfathers were born, but Old Ironsides is still performing a mission—inspiring men of today as a living memorial to heroes of the past.

The late President Kennedy, a Navyman himself, expressed what a half-million visitors every year feel for the ship:

"My earliest memories of the United States Navy go back to the days when, as a small boy, I used to be taken to the *USS Constitution* in Charlestown, Mass. The sight of that historic frigate, with its tall spars and black guns, stirred my imagination and made American history come alive for me."

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: GETTING ITS FEET WET—NEMO** (Naval Experimental Manned Observatory) breaks into the underwater world off Grand Bahama Island. NEMO successfully dived to 500 feet with two aboard.









# ALL HANDS



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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1970

Nav-Pers-O

NUMBER 645

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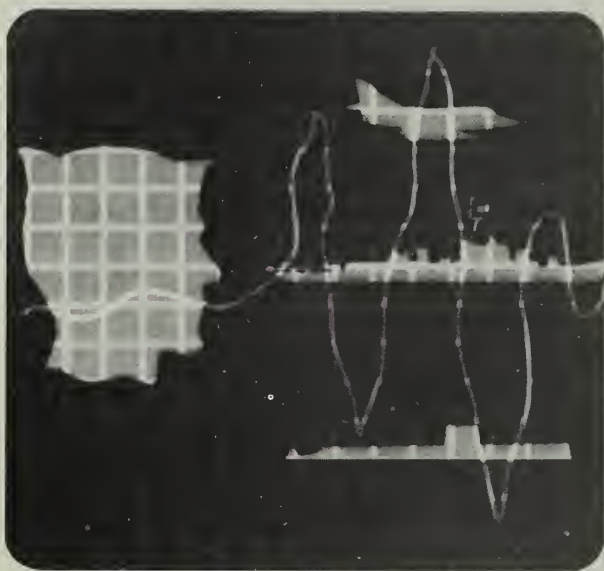
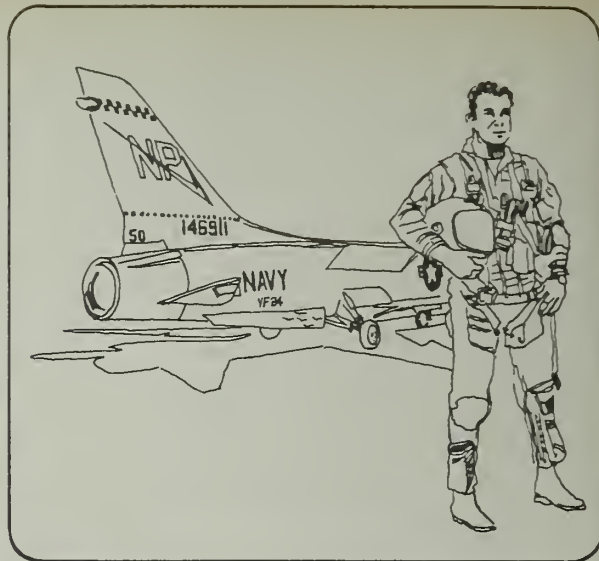
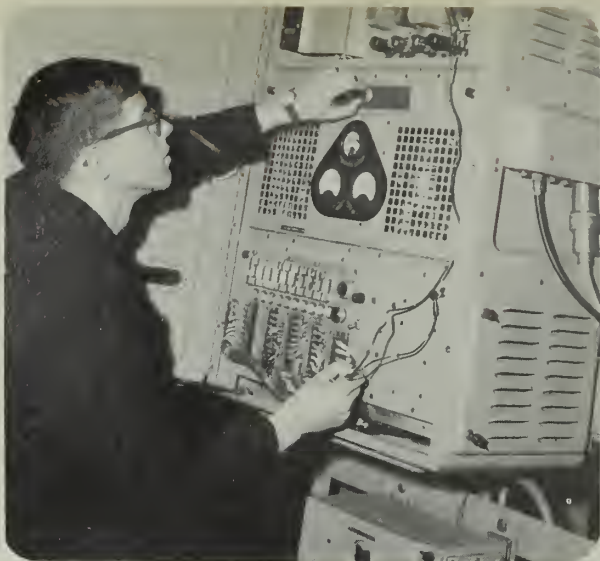
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● **FRONT COVER: FLAGS UP**—Signalmon aboard the dock landing ship USS Alamo (LSD 33) runs signal flags up hoist as the ship steams in the Pacific.—Photograph by PHC William M. Powers, USN.

● **AT LEFT: KEEPING WATCH**—Crewmen aboard the amphibious cargo ship USS El Paso (LKA 117) keep up with landing craft operations by radar, charting moves on the plotting table in the ship's Combat Information Center.—Photo by JO2 Kirby Harrison, USN.





**personnel  
research** ➔



# matching the man and the job

**T**HERE WAS A TIME when a skipper could cast a salty eye over his ship and come forth with a remarkably accurate estimate of the number of men he needed in each rate and rating and how they should be trained for their work.

If he made minor errors in his estimate he could be forgiven for the world was a simpler place then. After all, it wasn't too difficult to learn to fire the ship's guns, to launch a torpedo or to heave a depth charge over the side. If a man in the proper rating wasn't available, someone else could do the job.

But in an age of nuclear power and missiles (to mention only two complications), the Navy has become not only an organization of ships and men but also of mechanical and electronic systems which increasingly depend upon well trained crews.

Determining which equipment is right for the Navy is difficult, but deciding how many men are needed to use and maintain Navy systems, both now and in the future, is frequently even more difficult.

**D**URING THE PAST DECADE, the Navy began to feel an increasingly sharp pinch in its need to predict manpower requirements. To relieve the pain, the Bureau of Naval Personnel called on personnel research experts to provide new tools and ideas with which Navy planners could manage their ever-increasing manning and training problems.

To say only that the difficulties were myriad would be an understatement. They could however, all be boiled down into one big question: How could the Navy use and maintain more and increasingly complicated ships' systems with fewer and fewer skilled men available for the job?

Like a good shopper, the Navy knew it would help to write down its needs before trying to fill them, and personnel was no exception.

Instead of a shopping list, however, the personnel researchers devised an aid for predicting the Navy's shipboard manpower requirements with the lowest margin of error.

## personnel research

Logically enough, such a blueprint of personnel needs aboard a ship was called a Ship Manning Document. The SMDs tell the Navy:

- How many and what kind of men a typical ship of a given class needs at sea during wartime or in a continuous readiness condition III.

- Also, how many it needs to perform all defensive and offensive functions simultaneously while in readiness condition I.

- How many it needs to perform all operational, maintenance and administrative functions (except for the engineering department) while in a four-section duty status in port.

Much thought was also given by personnel researchers as to how reliably consistent a Navyman can humanly be since personal judgment plays a large part in operating and maintaining the Navy's numerous systems and subsystems.

But human reliability is not only considered in relationship to Navy equipment now in existence.

A group of researchers also takes into consideration the relationship of weapons and other systems to the men who will use and maintain them. No matter how wonderful a new piece of machinery is, it is of little value to the Navy if it is beyond the capabilities of those who will work with it.

**M**ATCHING MEN TO MACHINES requires a careful blending of training; advancing the right men at the right time; and keeping an eye on the future.

To personnel researchers, one secret of success for matching the right people with future manpower needs lay in adopting new and more effective training methods, thereby reducing the time involved in teaching and learning.

One such method, Computer Assisted Instruction, or CAI as it is referred to, involves instructional conversations between a student and a computer, programmed with specially tailored lessons. These conversations allow each student to progress at his own rate, thus allowing him to cover the required material in a way best suited for him.

Although CAI has not been around for very long, its potential for increasing training efficiency appeared sufficiently impressive that it was incorporated into a new Navy research program four years ago. Before such an innovation can be adopted Navywide, it has to be tested to see whether it is feasible and economical—that the expense involved yields sufficient increase in training efficiency and effectiveness to warrant its use.

A pilot program was initiated at the U. S. Naval Academy to test the usefulness of CAI in officer education. Portions of four courses have undergone transition to a CAI format for use in a specially constructed CAI classroom. Unlike a traditional classroom, the CAI room is equipped with student terminals through which the student can communicate with his instructor—the computer. Each terminal has a typewriter keyboard, visual computer output display





(a Cathode Ray Tube), a specially designed light pen, a projection screen and, on some terminals, an audio device.

The student is exposed to information which he reads or which is shown on the screen or the Cathode Ray Tube. The computer then asks the student questions which, if answered correctly, entitle him to advance to the next part of the lesson.

Students who miff the computer's questions are given review material and are then asked again. The process is repeated, sometimes with repetition of the same material, sometimes with new material and sometimes with a suggestion to get help from a nearby instructor. The student cannot progress to the next lesson until the computer is sure he comprehends all of the required material.

The Naval Academy's program is now being studied to see the effectiveness of CAI as compared with traditional instruction. Selected students this semester are taking the CAI version of the courses and others are taking the conventional courses. At the end of the term the two versions will be compared on student performance, student and faculty attitudes, course management, and the costs involved. Based upon these results, it will be easier to determine whether CAI should be adopted in other officer education programs.

A similar program to examine the usefulness of CAI in enlisted training is underway at San Diego's Basic Electricity and Electronics School.

Another use of computers in training is being considered at the Naval Air Technical Training Command in Memphis. This program involves the computer as a manager of training, and is appropriately known as Computer Managed Instruction (CMI).



Memphis Tennessee's Avionics Programmed Instruction Division recently completed its 200th programmed instruction booklet. The accomplishment was a milestone in the Navy's effort to convert conventional classroom training into instruction booklets which condense training into a four-step system.

During the past six years, the Avionics Programmed Instruction Division in Memphis has condensed more than 1400 hours of conventional instruction into 773 hours of programmed training—a 44 per cent reduction in time.

The first booklet was introduced in 1964 and used in the Aviation Fundamentals School Class "P" School in Memphis. Since then, more than 575 booklets have been developed and incorporated into Class "P" training within the command's 101 courses and schools.

**A**NOTHER METHOD of reducing training cost per man was devised by personnel researchers and incorporated into the Avionics Fundamentals Graduate Program which sought to transfer aviation technician beginners from fundamentals schools to their first duty stations without benefit of further Class A training.

As an opener, the researchers set out to determine the kind of work beginners in avionics and structures/hydraulics areas were expected to do.

This wasn't easy. The personnel experts dug out information from nearly 100 aviation commands including carriers, maintenance activities and aircraft squadrons both at home and overseas. In addition, they queried more than 3000 first-term enlisted men and more than 400 supervisors.

By the time they had completed this phase of their work, the researchers had a better than average idea about what a beginning Navyman could do in the avionics field.

This knowledge led them to believe that many beginners could indeed be transferred directly from Aviation Mechanical and Fundamentals School to duty stations without further Class A training.

The researchers were also able to separate fundamentals training from second level skills needed in specific aircraft job areas which required more specialized follow-up training.

# personnel research

This work led to, among other things, a reduction in Class A School avionics training from 29 weeks to about 22 weeks all of which resulted in the Navy saving several millions of dollars each year.

**B**UT MORE EFFICIENT education wasn't the only money-saving method devised by personnel researchers. Reducing errors on manpower estimates, for example, was not only economical, it lessened damage done to the Navy from having too many or not enough trained men available.

Actually, the essence of managing naval personnel is knowing how many people are needed and available to do the job; being able to meet future needs as they arise; and being able to predict future surpluses or shortages and to analyze the probable effects of proposed policy changes.

Since World War II, the Navy has changed so rapidly in size and technology that personnel experts have enlisted the aid of computers to help cope with these changes. Personnel research helps through development of personnel management systems.

Properly programmed by complex techniques developed through personnel research, these machines can digest the Navy's manpower problems and come forth with a variety of plans for making the best use of available manpower and even take into account sudden changes in manpower needs.

**P**ERSONNEL RESEARCHERS call one such plan the Enlisted Advancement Planning Model (ADPLAN). It has resulted in speedier advancement processing and,

## THREE AREAS OF PERSONNEL RESEARCH

In 1948, the Bureau of Naval Personnel inaugurated the Personnel Research Division to administer programs in three broad areas:

- Personnel systems research oriented to management of the Navy's manpower.
- Psychological research aimed at studying Navy manpower policies in relationship to the Navy's men.
- New developments research to deal with the Navy's manpower and its relationship to future Navy equipment.

Much of the Bureau's personnel research is done at the division's two field activities—the Personnel Research and Development Laboratory located at Washington's Navy Yard and San Diego's Personnel and Training Research Laboratory. There are also representatives at Norfolk and Memphis.

Since its inception, the Personnel Research Division has been working to provide Navy planners with new concepts and improved methods for all phases of personnel management or, to put it more graphically, to give Navy management some of the tools it needs to use manpower more effectively.

as its name implies, ADPLAN is concerned with moving men from one pay grade to a higher one.

It was the subject of personnel research because planners must predict vacancies which will occur 10 to 12 months in the future in six petty officer grades and more than 1000 occupational areas. The predictions cannot exceed the maximum number of petty officers specified by law nor can the petty officers' pay exceed the limits set by military pay budgets.

To make an ADPLAN computation, the Navy's strength, attrition rates, advancement in rating test-passers and petty officer requirements are considered.

Planners then determine by pay grade and rating, the vacancies available, advancements required, the number of men to advance and the strength which will be attained if all the advancements take place.

Naturally, since these calculations reach astronomical proportions, the computations involved are done by computer. This provides greater accuracy and gives personnel planners time to exercise their analytical abilities to produce a better product.

After the plan was run through four advancement cycles, it became apparent that it provided more than just speed. It made projections for the current advancement cycle as well as for the future, thereby giving planners a basis for reducing critical problems.

**P**ROVIDING A NAVYMAN with a career that fits his personal interests and capabilities leads to job satisfaction and higher retention. This can be achieved through better ways to test, evaluate and select people for the Navy and its many jobs. Personnel research also operates in this field.

Knowing the number of potential career people from among those who enter programs and who enlist is also helpful to Navy planners.

Researchers looked for a method of pinpointing career naval officers from among the thousands who seek a commission.

After considerable research, the best bet appeared to be some kind of test and several in which applicants were queried on such seemingly immaterial subjects as sports, outdoor knowledge and other matters, were tried and discarded.

Surprisingly enough, the test which proved to be successful was a 30-year-old occupational type containing about 400 questions covering school subjects, amusements and occupational activities.

Those taking the test simply indicated whether they liked, disliked or were indifferent to each item.

Researchers had some reservations concerning the efficacy of such a test but they knew it had worked in pinpointing career bankers, lawyers, salesmen, engineers and other professionals, so it seemed like promising material for pinpointing career Navy men.

The test was given to about 2000 NROTC officers. The likes and dislikes of those who left the Navy shortly after the end of their obligated duty were tallied and a definite pattern emerged.

These results were then compared with the answers given by those who remained on active duty and a number of differences were found.



USING THESE DIFFERENCES, the researchers were able to construct an evaluation system. Interests which were common to all, the researchers reasoned, were of little significance in selecting career officers. However, interests which scored high with career Navymen in a given group and not shared by men in nonmilitary occupations could be significant.

After using the test for about 18 months, researchers discovered that the higher the score when comparing an officer candidate's interest pattern with that of a career officer, the more likely the new officer would remain in the Navy. In fact, a man scoring very high was about twice as likely to remain in the service as the man with a low score.

The testing system has proved sufficiently effective to be used for selecting high school seniors for NROTC and college graduates for OCS.

Personnel researchers, of course, aren't under the delusion that the test, as it is presently constituted, answers all questions. They continue to follow up the test results and refine the NROTC and OCS selection procedures.

The test is, however, considered to be remarkably effective and retention scales are in use for Navy nurses and are under consideration for midshipmen at the Naval Academy. There is a possibility of using the test for men enlisting in the Navy, too.

Although personnel researchers often arrive at their decisions through complicated experimentation, a surprising number of important personnel plans are formulated from the results of surveys of randomly selected officers and enlisted men throughout the Navy. Surveys are also used to evaluate management programs and to provide support for proposed legislation.

TOPICS FOR QUESTIONNAIRES usually come from the Bureau of Naval Personnel, but the questions themselves are also the product of personnel researchers who usually administer the survey on a small scale before going for broke on a Navywide basis.

A Navywide survey usually has the questionnaires going to 10 per cent of all male officers who are selected by file number and five per cent of all enlisted men who are selected by service number.

Normally flag officers, recruits, trainees in programs leading to commissioned status, females, transients, Reservists on TAD or AD for training, hospitalized Navymen and a few others are excluded.

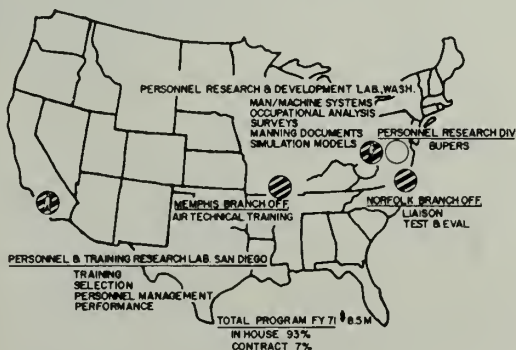
Sometimes, the questionnaires are completed in group sessions while others are done individually. Most are to be returned within five days. When the results are received at the Personnel Research Lab, the information is transferred to punched cards for computerized study.

The methods used by personnel researchers are about as varied as the personnel problems they seek to solve. Nevertheless, they all are aimed at the same general goal of providing information and ideas for the Navy's manpower planners so that the Navy can continue to function effectively in an era of change.

—Robert Neil.



BUPERS PROGRAM FOR PERSONNEL RESEARCH







# NAVY NURSE CORPS

**T**HIS YEAR, THE NAVY NURSE CORPS celebrates its 62nd anniversary, but the men and women who belong to the Corps can be forgiven for keeping the festivities at a minimum. They are busy.

Although the corps was officially established during the 20th century, Navy nurses were recommended by the first Chief of the Bureau of Medicine and Surgery in 1811 and Sisters of the Order of the Holy Cross served in the Navy's *Red Rover* as volunteers in 1862. They were the first female nurses to serve aboard the first U. S. Navy hospital ship.

On 13 May 1908, Congress authorized the U. S. Navy Nurse Corps with one superintendent and other nurses as necessary to accomplish the needs of the Navy's health team.

The first superintendent was appointed by October 1908; the first nurses (called the Sacred Twenty) reported to Washington, D. C., for orientation and duty.

A year later, these nurses were assigned in the United States. By 1910, nurses had expanded their activities to include the far east, Hawaii and the Caribbean.

**N**AVY NURSING received its first really big challenge in 1917 with the advent of World War I, when women were assigned to hospitals in England, Ireland, Scotland and France. Some served with field units in France.



• **LEFT: TLC**—Navy nurse LTJG Caren Lincoln comforts Navyman's son at Subic Bay Naval Hospital. **Right: Nurses from USS Sanctuary (AH 17) visit bridge of USS Tripoli (LPH 10) off Vietnam.**

## NAVY NURSE CORPS

By the end of the war, four nurses had been awarded the Navy Cross (one posthumously) and the entire Corps had established a reputation for outstanding service and devotion to duty.

In 1920, the first Navy nurses were assigned to the hospital ship *uss Relief* and, in January 1939, Sue S. Dauser became the first woman to wear the four stripes of a Navy captain when she was appointed superintendent of Navy Nurses.

In World War II, five Navy nurses became prisoners of war when Guam fell. They were sent to a military prison in Japan, but were repatriated in August 1942 in an exchange of prisoners.

That same year, 11 more nurses were captured by the Japanese in Manila and interned at Santo Tomas. There they continued to care for the sick and injured until they were liberated in 1945.

In November 1944, *uss Higbee* became the first combat ship to be named for a woman — a nurse named Lenah S. Higbee who was the second superintendent of the Nurse Corps.

Throughout World War II, Navy nurses brought nursing care to the front-line casualties aboard 12 hospital ships and to air evacuees. They even served in foreign lands where American women had never before been seen.

When the Korean conflict burst upon the world, Navy nurses were aboard three ships which rotated as station hospitals in Korean waters.

The first women of the Navy Nurse Corps were assigned to duty in the Republic of Vietnam in February 1963 at Saigon. Four were awarded the Purple Heart for injuries received in an attack that year. They were the first women to receive that decoration in Vietnam.

**N**AVY NURSES ARE NOW serving as technical and educational advisors in the provincial hospitals of the Republic of Vietnam and with an advisory group in Saigon. They have served aboard *uss Repose* and *uss Sanctuary*, giving the injured and the sick continuous professional care.

The first Navy nurses to go overseas in 1910 were, no doubt, considered to be quite daring. Nowadays, of course, Navy hospitals without nurses would be a rare commodity, indeed.

But Navy nurses not only care for the sick and in-

• Counterclockwise from top: Nurse observes operation in one of four operating rooms in *USS Sanctuary*. At Do Nong Hospital, a Vietnamese boy is calmed before surgery. LT Suson Williams talks with patient of Subic Bay hospital. Male nurse of Do Nong gives anesthesia to bottle casualty. LT Melody King prepares a shot for sailor of Subic. LTJG Mary Overstreet listens to briefing.





jured, they also teach. A large part of the Navy nurse's job at Subic Bay, for example, is giving Navy corpsmen on-the-job-training which makes them competent and knowledgeable specialists.

The teaching situation also extends to the patients themselves. A diabetes patient, for example, must be taught how to live with his ailment, how to administer insulin to himself and what foods he should avoid.

Senior nurses even teach their juniors below the grade of lieutenant commander so they may be prepared to fill senior positions in years to come.

Not all Navy nurses are women. There are about 140 male nurse officers in the Navy who are used for both general duty in Navy hospitals and in situations

where the presence of a female nurse would cause problems.

There are, for example, male nurses now with the Military Assistance Group in Saigon. There are also male nurses in ships of the line (as distinguished from hospital ships) where they function as anesthetists and in other capacities.

No matter how you look at it, being a Navy nurse is a full-time job that requires hard work and dedication. Navy nurses say they enjoy their work and patients know they can be counted on to provide a measure of kindness and a warm, friendly smile.

—Story by JO1 Tom Tompkins  
and JO2 Gene Costello.



# OMBUDS

**H**AVEN'T YOU SAID to yourself on a number of occasions during your Navy career: Wouldn't it be great if there were some powerful official—high up in the echelon—who had the exclusive job under SecNav and CNO of watching out for the personal welfare of Navy men? To make our great Navy an even better one?

Somebody who would give a sympathetic ear to your career problems that seem to have you bogged down in endless red tape? Someone who had enough weight that he could really put some pressure or know-how where it would do the most good—for your benefit?

It's happened. The Navy has taken a major step in this direction. After one of the most significant moves made in years, the Chief of Naval Personnel, Vice Admiral D. H. Guinn, has announced the assignment of a two-star admiral who has the job of making a Navy career more interesting, more fun and more satisfying. He will help find solutions to problems and answer questions from YOU—whether you're a seaman apprentice or a 1st class, or a junior officer or the CO of a sizable command with a personnel headache of your own.

In effect, he will be a sounding board for commanding officers, as well as a communications link with the man in the Fleet. In this regard, the project in the Bureau of Naval Personnel that he will head will include large numbers of young people—the best available—to communicate.

**D**ESIGNATED AS PERS-P (P stands for People), the flag officer selected for this job is Rear Admiral David H. Bagley, USN.

This BuPers project is one of the highest priority and has the joint backing of the Secretary of the Navy and the Chief of Naval Operations. (For a brief run-down on their points of view, see the box at the top of page 14.)

RADM Bagley's new title is Assistant Chief of Naval Personnel for Personal Affairs. Wearing a second hat, he will be serving under the Chief of Naval Operations as OP-O1P. And in both capacities—as a primary assignment—he will act as Navy Ombudsman.

**W**HAT IS AN OMBUDSMAN? It's a term we're hearing more and more these days, but it's been in existence more than a century and a half. Essentially, he's a red tape cutter and a two-way communications link between you and the office or organization you are trying to reach. His job is to help you and your CO get straight answers to questions and help where red tape slows the process.

And his other job is to take your side in the effort to have rules changed at all levels—by constructive criticism; close working relationship with all Navy Department offices, and knowing where to look for the answers.

Sometimes the answers are beyond immediate reach. Nobody short of the Congress and the President can change legislation, for example.

But the ombudsman, in short, will be your voice to the top.

**A**S THE ASSISTANT CHIEF for Personal Affairs, he heads a new major section of BuPers devoted to career information and personal services. Its five divisions cover the field of personal affairs from answering questions to administering recreation programs.

- Pers-P1, the Career Motivation Plans and Programs Division, has the responsibility of working out new ways to make Navy life more attractive—whether it's by making your quarters more pleasant to live in, increasing job satisfaction, offering more monetary incentives for professional sailors, or proposing new rules to make Navy life better in general.

It will be staffed mainly by young officers and



# S M A N



RADM D. H. Bagley, USN

petty officers. Everything they come up with will be aimed at benefiting you directly.

- Pers-P2, the Personal Liaison Division, is a new concept in providing information and answering questions. Its two branches, the Officer Liaison Branch and the Enlisted Liaison Branch, will have experienced Navymen and officers on duty to answer questions on Navy career programs and policies by mail—or by phone—from Navymen anywhere in the world.

They will not be able to answer all career questions in the course of one telephone call, of course. The rules are too complex for any one man to carry them around in his head—or even to have all the directives and manuals at his fingertips. But as soon as you call or send in your question, the P-2 staff goes into action—working with the proper Navy office—and gets your answer as quickly as possible.

The staff in P-2 will also include a sizable group of young officers and young petty officers. All of them will not be sitting at a desk in Washington. Some will visit your ship or base and listen to your ideas, and then go back to headquarters to implement the good ones. In other words, they'll be searching for continuing improvements.

**A**NSWERS TO QUERIES. The Personal Liaison Division has been established to answer questions that your local personnel office, career counselor or commanding officer hasn't been able to answer with information at hand. It will also operate the Career Counselor Program. To keep the P-2 switchboard from being constantly jammed, Pers-P has asked that you try to get the answer at your own command first. Chances are you'll get it.

But if you can't, your career counselor or CO can write (or call) P-2 and get the straight, bona fide, up-to-date word on any career matter you can name.

In the case of officers, letters should be addressed to the Officer Liaison Branch (Pers-P21), Navy De-

partment, Washington, D. C. 20370. For enlisted men, the letter goes to the Enlisted Liaison Branch (Pers-P22), plus the rest of the address.

(Phone listings were not available when this issue went to press.)

This is all part of the "check back" program already instituted by both the Chief of Naval Operations and the Secretary of the Navy, and illustrates their interest in maintaining a close, personal approach with the man in the Fleet.

- Pers-P3, the Career Information and Publications Division, publishes ALL HANDS, THE NAVAL RESERVIST, and other periodicals which give career information, as well as many pamphlets and booklets designed to inform you about the opportunities offered by Navy programs—education, rights and benefits, advancement and so on. It is this division which works closely with CHINFO to coordinate an improved internal information program for the Navy.

- Pers-P4, the Special Services Division, is in charge of Navy recreation programs, Navy clubs (EM, PO, CPO and officer), and the Navy's program for ship and station bands. Some offices in the division will take care of accounting for Navy welfare and recreation funds and administration of civilian employees who are paid with these nonappropriated funds.



J. H. Chafee  
SECNAV

ADM Zumwalt  
CNO

VADM Guinn  
CHNAVPER

• Pers-P5, the Personal Services Division, administers family assistance and services, and benefits for Navymen and their families.

**A**S ALL HANDS went to press, announcement of the five officers selected to head the new divisions in Pers-P was made. They are:

- Career Motivation Plans and Programs (Pers-P1)—Captain E. H. English Jr., USN.
- Personnel Liaison (Pers-P2)—CDR J. R. Talbot, USN.
- Career Information and Publications (Pers-P3)—Captain William S. Busik, USN.
- Special Services (Pers-P4)—Captain Robert T. Lemon, USN.
- Personal Services (Pers-P5)—Captain W. F. Feely, USN.

The point of the new organization? Communication—from bottom to top as well as the other way.

"My primary objective," Admiral Bagley said, "will be to help anyone in the Navy to get the answers to the questions he is asking. The answers will be honest and factual.

"Although I stand to help anybody, it is not the function of Pers-P to bypass commanding officers who are responsible for the well-being of their men.

"Consequently, I urge strongly that local sources first be exhausted before personnel problems are brought to us for final resolution."

**W**HILE THE NORMAL CHANNELS provide that career counselors process the queries of enlisted personnel to Pers-P, and that COs do the same for the officers in their command, this does not preclude the individual Navyman from turning to Pers-P direct to seek help in an emergency.

In the great majority of cases, the ombudsman and his staff will be able to help solve problems that can't be handled at the local level. In *all* cases, you'll get a sympathetic hearing and the assurance that they'll do everything possible to help, as much as the law allows.

And in many instances, your letter just might set the wheels turning that could get a rule changed.

That's what can happen when you've got an ombudsman looking out for the individual. And now that's precisely what the Navy has.

## SecNav and CNO Stress Importance of Becoming More 'Personnel Conscious'

**S**ECRETARY OF THE NAVY John H. Chafee and Admiral E. R. Zumwalt, Jr., Chief of Naval Operations, view the creation of an expanded "personal services" program as a periscope for the Navy in its continuing effort to meet head-on the legitimate needs, desires and motivation of Navymen and women and their families. Both CNO and SecNav have given this effort a top priority.

Vice Admiral Charles K. Duncan, during his tour as Chief of Naval Personnel and Vice Admiral D. H. Guinn, who succeeds him, have placed increasing emphasis on the theme of "more personalized attention to the individual." (See ALL HANDS, September 1970, page 28.)

The past two-and-one-half years have seen a series of steps taken by the Chief of Naval Personnel aimed at improvement in services for the Navyman ashore

## THEME

**W**HAT EXACTLY is an ombudsman, anyway? He's a high-level official who investigates organizational problems and makes recommendations for remedial action to improve the quality of administration and redresses individual grievance.

A little historical background may help clarify the concept. The idea has been proposed and discussed in many countries around the world, but it originated in Sweden, which has had an official ombudsman since 1809. Even before that date, the functions of ombudsman were performed in Sweden by an official appointed by the King.

Finland adopted the concept about the same time as Sweden and made it an official position in its government when it became independent in 1919. By mid-1967 variations in the system existed in 12 countries; West Germany even set up an ombudsman for the armed forces in 1957. In the U.S., a few cities and states have established ombudsman positions.

The system in Sweden and Finland has a number of features which make it unique among investigating bodies. There, the ombudsman is an independent, impartial investigator of citizen's problems and complaints. He also has the power to begin investigations on his own.

Unlike other channels, his methods are informal, speedy and relatively inexpensive to administer.



and afloat. They range from improved person-to-person relations in the area of personnel services, to housing, habitability, family services, career benefits, and career counseling—to name just a few. And there is a good deal more to come, as evidenced by the projects getting underway in the past few months.

SecNav Chafee pinpointed the importance of this effort: "This whole subject is one of intense interest to me," he said, "and I believe it gets to the heart of many of our problems."

**I**N A SPEECH ALMOST A YEAR AGO before Navy and Marine Corps personnel in the Washington, D. C. area, SecNav Chafee talked about the need for restoring the fun and adventure of being a Navyman, and according them the treatment they deserve for the job they have been doing over the years.

"We have been asking almost wartime-type sacrifices and devotion to duty from our men for almost 25 years now," Secretary Chafee said. "I think this is stretching our people more than is reasonable. In this age of military sophistication, we must not forget that a well trained pilot, missileman or radar operator can increase the effectiveness of a weapon more than a million-dollar 'black box.'"

Stressing the value of becoming "more personnel-conscious" up and down the line, he suggested, "Our 'can do' operational attitude may have to give way occasionally in peacetime in favor of better treatment for our people."

**O**N THE SAME THEME, Admiral Zumwalt, during a press conference shortly after assuming his new duties as CNO, revealed that the problem to which he will devote his greatest attention in the personnel field is "... to ensure that everything that can be done at no cost is done, and to ensure that all those things that are important to do at cost are done, even at the expense of the loss of ships."

"Our people are a more precious asset to us than anything else that I would give up in order to get money for personnel enhancement," Admiral Zumwalt declared.

Preceding the newly organized Personal Affairs Development program in BuPers was a series of career motivation workshops and conferences under the direction of the Chief of Naval Personnel. In the meantime, personnel management experts have been busy for several weeks to ready the new program for its October deadline.

## MEANING OF OMBUDSMAN

The ombudsman has no power to reverse a decision or change a law. He has no direct control over any other branch of the government. But he does have free access to all the facts.

**HIS EFFECTIVENESS** is based upon persuasion, prestige and superior knowledge of the organization as a whole. Here's how the job works:

- The ombudsman receives a query or complaint. He studies all pertinent documents and discusses the matter with the officials concerned.
- If he believes an individual's complaint is unjustified, he makes sure that the individual gets a full and adequate explanation of why a law is necessary or a decision was made. Many cases involve no more than furnishing such an explanation.
- If, on the other hand, he believes that a mistake was made or that a regulation is unfair, he recommends appropriate action or a change in existing laws.

In the Scandinavian countries, the ombudsman's influence is such that his recommendations are taken into consideration by the highest public authorities.

In any large organization, the individual is apt to feel helpless and neglected. In this respect, the

Navy is no different from modern mass societies. The new Navy ombudsman will insure that Navy-men get individual attention with their problems.

Even the best organization doesn't always run perfectly; even under the best conditions, you'll always find people with something to complain about. In fact, griping is a way of life in the military. Why is that?

Many believe it's largely because of lack of communication. A seaman's complaints can often be answered simply by pointing out the reasons why a certain decision or rule (which affects him personally) is necessary. But if he does not know why, it's probably because he has not been told. Without an explanation, a new regulation can only appear to him like a thunderbolt from heaven.

That's one thing the new Navy ombudsman will do—make sure that the man in the Fleet gets the whole story.

Communications is a two-way street. The people at the top have to know about your needs before they can satisfy them. This is the other half of the Navy ombudsman's job—to present your problems to the right people and to represent you in the high command. If he thinks that a regulation should be changed for the benefit of you and your shipmates, he'll say so. And his voice will carry enough authority to be heard all the way to the top.

**MISTER FIXIT**  
**USS SAM**  
**GOMPERS**





# AD 37



**T**ENDERS PLAY A KEY ROLE in keeping the Fleet seaworthy. One of the newest is *uss Samuel Gompers* (AD 37), commissioned three years ago, the first of its type built since World War II.

A destroyer tender like *Samuel Gompers* is almost twice as long and six to eight times as heavy as the individual destroyers that cluster alongside. She may not be able to protect herself as well—she carries only a single 5-inch gun and six 50-caliber machine guns—and she certainly isn't designed for 30+ knots, but without tenders like her the tin-can Navy would have a tough time keeping its gear in top condition.

In addition to performing the normal supply and repair jobs, *Samuel Gompers* acts as a repair center for missile systems, antisubmarine warfare weaponry, advanced communication and electronics systems and nuclear propulsion plants.

Atop the tender's gray hull lies a vast deck area dotted with multipurpose cranes. Below decks is a maze of passageways, living quarters and workshops, where Navymen repair equipment ranging from drone helicopters to chronometers. Among the more interesting shops are:

- Shipboard computer installation. A computer sorts, scrambles and selects data on almost 70,000 different repair parts and materials, and provides updated information on the status of the ship's work.

The computerized reports keep the repair shops operating by funneling parts to the right place and keeping everyone informed about jobs in progress.

• Left: *Gompers* dwarfs destroyers *McKeon*, *Higbee* and *L. F. Moson* in Subic Bay. Above: DP Charles Morgan works in computer center.

## Samuel Gompers AD37

- Sound analysis shop. Here Navymen survey ship-board noise to detect and correct decibel levels which may be harmful to shipmates' hearing.

- Optical shop. Destroyermen depend on thousands of binoculars, long glasses and magnetic compasses to tell them where they are and where they're going. Here's where this optical equipment is overhauled, adjusted and calibrated.

Much of the shop's work involves coating and polishing lenses. Work is underway on a silvering laboratory which will make *Samuel Gompers* the only tender with this capability.

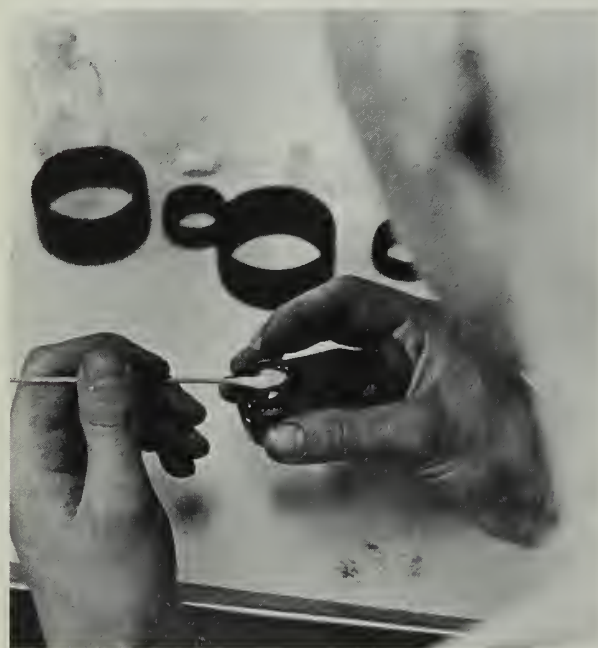
- Engine shop. This workshop is equipped to test and overhaul small boat engines, governors and injectors of all kinds. Boat engines are mounted in the shop's dynamometer test stand. The exhaust systems are hooked up and the engine can be run and tested as if it were back in the water.

Enginemen working here also provide technical advice and assistance in the maintenance of larger engines.

*Samuel Gompers* is also equipped to repair nuclear-powered warships. Among its many facilities are a radio chemistry laboratory and an electronics repair shop.

Service to the Fleet on this scale requires a well-run supply department, with huge storerooms for spare parts and an accurate accounting system, vertical conveyors and freight elevators by the dozens, and a fleet of forklift trucks.

● Gompers men put long hours and skillful work into repairing anything from submersible pumps (right) to lenses and clocks.







Because of her wide variety of shops and abundance of highly-trained Navymen, *Samuel Gompers* has been selected as a training center for the Vietnamese Navy under the program for Accelerated Turn-Over to the Vietnamese (ACTOV).

Hand-picked trainees attend an orientation school in Saigon before reporting aboard *Samuel Gompers* for on-the-job training. Each trainee is assigned an American Navyman as an individual instructor during the 500 hours of classroom study and shop work.

During the first week aboard, the Vietnamese receive a general orientation in shipboard terminology, naval customs and basic handtools. Then they begin specialized rate training. Navymen aboard the tender teach trainees electrical repair, motor rewinding, welding, pipefitting and lathe operations.

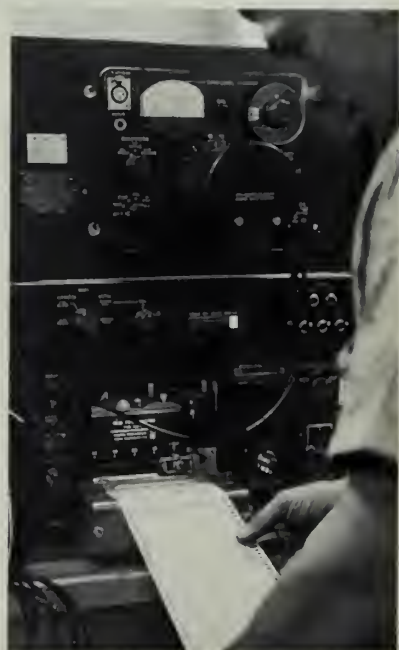
Crewmembers receive lectures on Vietnamese customs and are encouraged to take an active interest in their Vietnamese shipmates.

The tender provides one other service to the destroyer Fleet—personal health and dental care. *Samuel Gompers* has a modern 43-bed hospital, complete X-ray and laboratory facilities, an operating room and a six-chair dental clinic.

A destroyerman can get his gear repaired and his teeth filled the same afternoon.

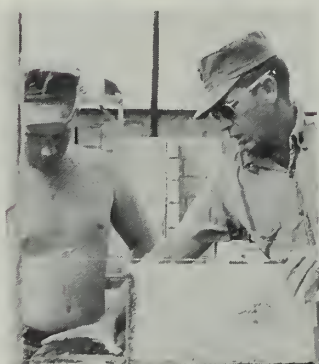
—Story by JO3 Mike Rash;  
Photos by JOC Dick Benjamin.

● From top: DP Morgan runs update on computer tape. Height of *Gompers* is shown by unusual view down onto flight deck of USS Shongri-Lo (CVA 38) from 02 level. OM2 John McAvoy polishes binocular lens. EM3 Epps reads graph in sound analysis shop.





# OPERATION HELPING HAND: For VIETNAM NAVYMEN And Their FAMILIES



Top to bottom: (1) Vietnamese workers produce bricks which will be used in constructing dependent shelters. (2) Cement is prepared for use in building Vietnamese dependent shelters at Nho Trong. (3) Vietnamese youngster watches as a Seabee mixes mortar for his new home. (4) A 1st class builder instructs a seaman on the finer arts of housebuilding. At right: Housing for Vietnamese Navy families is under way.





**T**HE RED FLASHES OF TRACERS mark the static tempo of stuttering .30- and .50-caliber machine guns. A flare pops and casts an eerie light over a shadowy landscape. Navy-men have surprised the enemy in his effort to move men and supplies to staging areas in the Mekong Delta.

Reflected in the wavering light are the faces of the Navy gunners. All show a grimace of determination; all are intent; and all are Vietnamese.

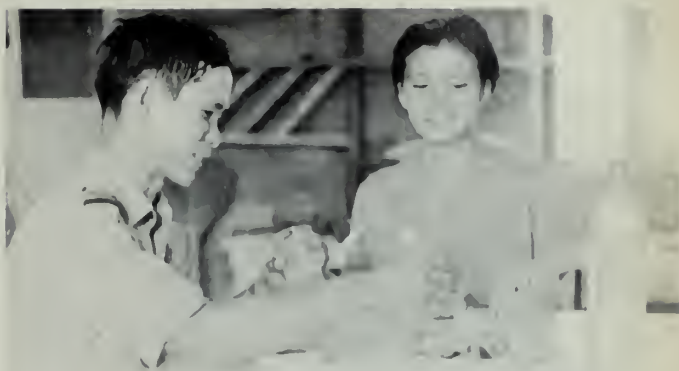
A year ago there would have been U. S. Navy-men behind the guns. Today the Navy of the Republic of Vietnam has taken over many combat functions of the brown-water Navy, and is rapidly relegating the U. S. sailor to the role of advisor and instructor.

While the rapid expansion of the Vietnamese Navy is freeing the U. S. Navyman from his combat role, this same rapid expansion has created problems for the Vietnamese Navyman and his dependents.

Pay is low, even for senior officers. Primary foods—meat, vegetables — are scarce and expensive. These conditions, coupled with the war-inflated economy, have forced the able-bodied Vietnamese Navyman and his dependents to live at near-poverty level. Disabled veterans are in an even tighter bind. Separated from the service because of their injuries, they have recourse to virtually no rehabilitation program — and consequently, little hope of becoming productive in a postwar society.

Obviously, these problems are eventually going to be reflected in low morale and, perhaps more important, a low retention rate among sailors who are trained, key personnel in the Vietnamese Navy. They are all problems which can be seriously reflected in the field where morale and trained men are so important.

**T**O IMPROVE THE SITUATION, the U. S. and Vietnamese navies have put their heads and resources together, and come up with Operation Helping Hand (OHH). It is a multifaceted effort designed to raise



Above: A Vietnamese naval officer and his wife breakfast in their new home built by the Navy Construction Action Teams. Below: Vietnamese Navyman cultivates his own garden.



Above: Wives of RVN sailors go about their household chores. Top left: Part of the joint U. S.-Vietnamese self-help program to improve the standard of living for Vietnamese Navy-men and their families involves the building of dependent shelters. Left: With a shortage of housing, U. S. and RVN Navies have gone together to build 14,000 shelters as soon as possible



**LTJG Randy S. Linquist** is the animal husbandry officer for the Coastal Surveillance Force which raises pigs, ducks and chickens for distribution to RVN navy bases.



Above: Vietnamese Navyman and American advisor look over pigs that will provide Vietnamese Navy families with a needed protein supplement to their diets. Above left: A pig-feeder is constructed. Above right: A Vietnamese Navyman lends a hand in the construction of a pen. Right: Key personnel in the Navy's Operation Helping Hand Animal Husbandry project at Cam Ranh Bay are from left: Commanders John G. Connelly and Thomas F. Mullane, LTJG Randy S. Linquist and Lord Lightfoot, the project's senior boor.

the standing of living and make a career in the Vietnamese Navy more attractive. The three-part program will improve housing conditions, provide balanced diets, and create a rehabilitation center for disabled veterans.

In the past 18 months, the VN Navy has grown from 17,000 to almost 40,000 personnel, placing it among the 10 largest navies in the world. However, dependent housing has not kept pace with the expanding Navy. An additional 14,000 units are needed. These may be provided through Operation Helping Hand.

An Animal Husbandry Project has also been initiated by OHH. Through this program, pork and chicken will become available in the daily diet of the Vietnamese Navyman and his family.

Each of the 46 Vietnamese Navy bases is, or soon will be, raising either pigs or chickens. The sailors' families will see to the raising and breeding after they get the initial stock and advice from U. S. and Vietnamese Navy advisors who are experts on animal husbandry.

Once the initial stock has been purchased, the pro-





gram will become self-perpetuating. Operation Helping Hand is also expanding the Animal Husbandry Project to include goats, ducks and rabbits because of their high protein content and relative ease of breeding.

Again there is a problem — funds to purchase the initial stock for the project.

Operation Helping Hand will also build the first Vietnamese Navy Vocational Rehabilitation Center housing. This will be a hamlet providing housing and a means of livelihood for 500 disabled veterans and their dependents.

The residents of Gia Dinh Province like the idea. In fact, they like it so much they have donated 40 acres of land for the center. The land is favorably located seven miles east of Saigon, adjacent to the Vietnamese naval base at Cat Lai. Medical facilities at the base and in Saigon and an established training school are easily accessible.

Vietnamese Navy veterans will learn useful trades at the center. These will include such skills as carpentry, auto mechanics, plumbing, electricity, refrigeration, welding and typing.

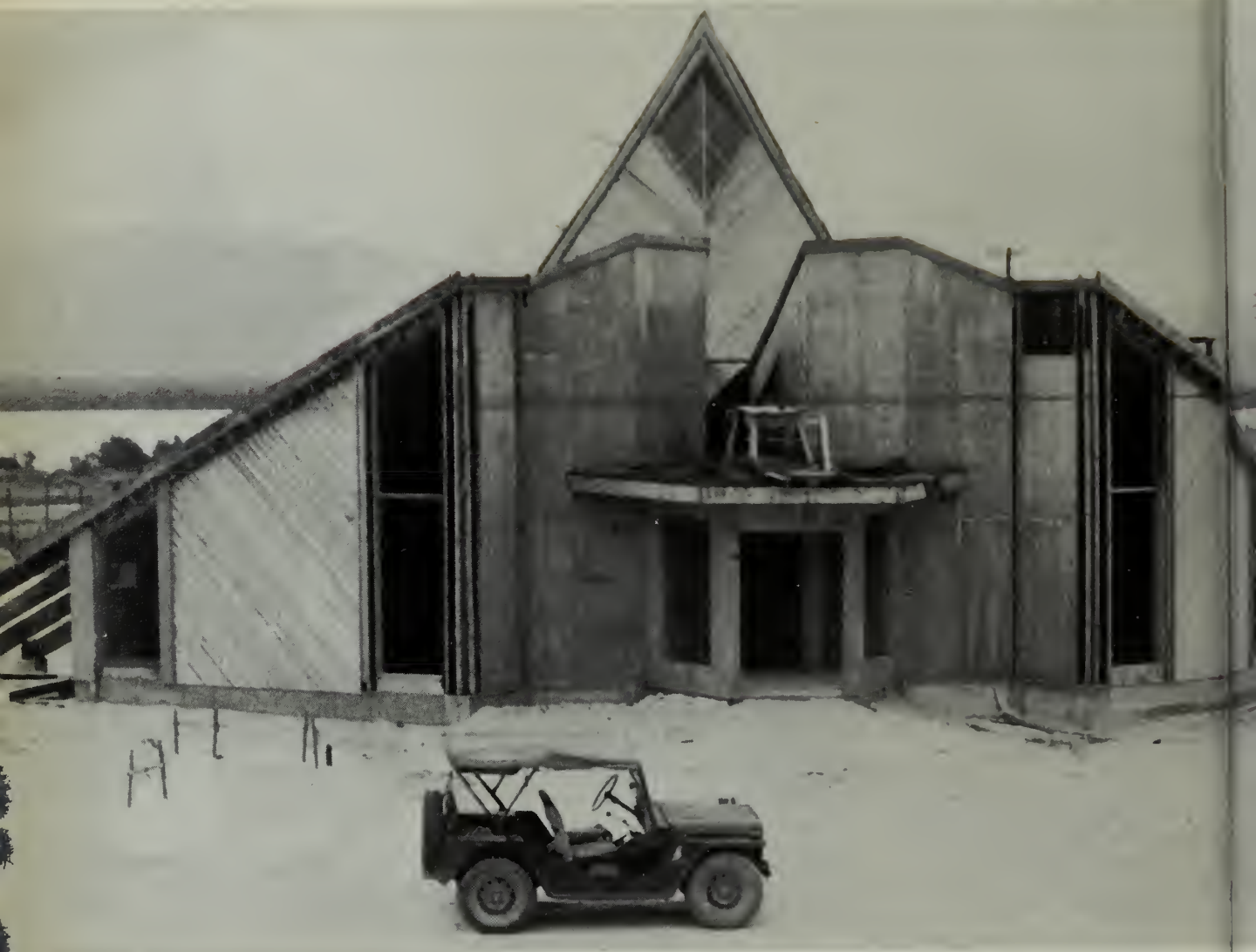


Chicks receive injections to keep them healthy.



Right and below: These chickens will provide Vietnamese Navymen and their families with a more protein-filled diet.





An all-faiths chapel is being built by Construction Battalion Maintenance Unit 302 at the U S Naval Air Facility at Cam Ranh Bay. Right: A 3rd class engineering aid checks the elevation of new foundation forms for Vietnamese Navy dependent shelters.







Second class steelworker welds a steel girder in place that will support a dependent school.

**D**EPENDENT HOUSING is being constructed by Vietnamese and U. S. sailors working side by side. Materials not otherwise available for this program have been and are being contributed by interested servicemen and citizens. Units are presently under construction at various Vietnamese Navy bases in the Republic of Vietnam.

The U. S. and Vietnamese navies are also working to assist in the resettlement of the Rung Sat Special Zone, once a Viet Cong stronghold, now being patrolled regularly by the Vietnamese Navy. It is planned to construct basic housing units in 12 key hamlets that form the nucleus of the area through which the vital Long Tau shipping channel runs from the South China Sea to Saigon. Development of the hamlets should strengthen the local government and maintain security established by operational forces.

Operation Helping Hand is limited only by its funds. The self-help program can continue to help only as long as materials are available — materials that cost money. It's also a program that will cost \$3 million MORE than was allocated by the U. S. and Vietnamese governments.

A nonprofit foundation has been set up by a group of interested business and professional men in Saigon to accept donations and administer the funds for Operation Helping Hand. It is headed by Mr. Lincoln C. Brownell, president of an engineering concern of Saigon.

Donations to support the Operation Helping Hand project may be forwarded to: Operation Helping Hand, Box OHH, FPO San Francisco 96626.

Below left: A utilities technician 3rd class measures a steel beam which will be used in a school building at Com Ranh Bay. Below: One of two school buildings at Cam Ranh Bay which will be used by RVN Navy Dependents.



## ● 10 MCPON FINALISTS ANNOUNCED

The field of candidates for the Navy's top enlisted post has been narrowed down to 10 men. The selection board in BuPers has announced that one of these 10 master chief petty officers will succeed GMCM Delbert D. Black as Master Chief Petty Officer of the Navy when he retires in March 1971:

BMCM James T. Bailey, USS Fort Mandan (LSD 21); FTTCM (SS) Verne D. Barlow, USS George Washington (SSBN 598) (Blue); RDCM Warren L. Fowler, Fleet Sonar School, Key West; MMCM Gerald P. Gray, USS Truckee (AO 147); ABCM Donald J. Hynes, Bureau of Naval Personnel; HMCM Herbert V. Miller, Amphibious School, Coronado; YNCM Henry C. Mueller, Carrier Division 5, Seventh Fleet; BMCM Edward R. Pellom, Recruit Training Command, San Diego; AFCM John D. Whittet, Naval Station Argentia; AFCM Newman K. Wolf, Helicopter Combat Support Squadron 7.

## ● POST-DEPLOYMENT LEAVE

The Chief of Naval Operations has stated the policy on post-deployment leave in a new NavOp:

"I have been aware for some time that our ships and squadrons do not take full advantage of liberalized leave periods," CNO says.

"Effective on receipt I expect increased emphasis upon granting leave to not less than 50 per cent of personnel assigned to ships and squadrons during the 30-day stand-down period following a deployment.

"As circumstances permit, commanding officers of ships and units returning from extended deployments are further encouraged to grant leave in excess of the minimum 50 per cent policy level established herein."

## ● STATEMENT OF EARNINGS

To assist you and your shipmates in acquiring a better understanding of the Navy pay system, every Navyman will be provided with a statement of earnings by 30 October. The statement will itemize all continuing pay, allowances and deductions in effect, and will account for the normal net pay due on the date the statement is prepared. There's more information in a recent message to the Fleet (NavOp Z-15) from the Chief of Naval Operations.

Thereafter such statements will be available upon request. For more information, see the reports in this month's Questions and Answers Pay Roundup.

## ● FINANCE CENTER OFFERS EXTENDED PHONE SERVICE

In an effort to provide more responsive support, the Navy Finance Center (NFC) Cleveland will establish, on a test basis, an extended tele-



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phone service for the processing of inquiries. The additional service will be provided outside normal working hours and will thus enable telephone access to NFC Cleveland on a seven-day-per-week basis. Commencing immediately this service will be available to any Fleet disbursing officer seeking assistance in resolving disbursing problems of an urgent nature. Hours of operation for this service will be 0800-2400 Monday through Friday and 0800-1600 Saturday and Sunday, Cleveland time. Telephone numbers for the service have been promulgated in Nav-Op Z-18.

## • MORE PO3s ELIGIBLE FOR BENEFITS

Some formerly ineligible 3rd class petty officers are now entitled to permanent change of station allowances, because of a ruling by the Joint Per Diem, Travel and Transportation Allowance Committee.

The original policy had stated that PO3s with more than two years' service and continuous obligated active service of six years or more were eligible for such allowances. This was considered too restrictive, since it denied these benefits to some E-4s who had been separated after two years' active duty and had then decided to reenlist for four more years.

The committee has extended coverage to these Navymen by deleting the requirement that the total active service obligation be continuous. The change was effective last 12 Aug.

The original policy extending benefits to career-motivated PO3s was covered in the July issue of ALL HANDS. The new revision is part of Change #214 to the Joint Travel Regulations.

## • MORE BELOW-ZONE PROMOTIONS FOR OFFICERS

The President recently signed an executive order which suspends the legal limitation on the percentage of naval officers from below the promotion zone who may be recommended for promotion. Previously, below-zone promotions to the grades of lieutenant commander through captain were limited to five per cent of the selections authorized.

Henceforth, below-zone percentage limits will be established by administrative action but will not exceed 15 per cent for any grade. The prerogative to select up to the authorized percentage will remain with the selection board.

In a recent message to the Fleet (OpNav Z-19), the Chief of Naval Operations calls the new policy "...another step forward in the Navy's program to recognize high performance through visible, accelerated promotion opportunity."

## • NROTC APPLICATIONS DUE 1 DECEMBER

If you know any well qualified candidate who will be graduating from high school next spring, remind him that the deadline for applications for the 1971 Naval Reserve Officer Training Corps College Scholarship

Program is 1 Dec 1970. The program offers those selected full tuition, fees, books and uniforms, plus \$50 a month for subsistence, through four years of college--and then an officer's commission on completion of college and military training. Details are in ALL HANDS, September 1970, p. 56.

## • TIME IN GRADE FOR PROMOTION TO LTJG

Starting next 1 Jan, it will take ensigns 15 months (rather than the present 12) to become eligible for promotion to lieutenant (junior grade).

Last month the Secretary of the Navy approved a revision which lengthens by three months the time in grade requirement for establishing eligibility for temporary promotion to LTJG.

No change in the time in service requirement is currently envisioned for promotion to lieutenant, according to BuPers Notice 1412 (8 Sep 70), which announced the new policy.

## • NEW LIEUTENANTS

Temporary appointments to the grade of lieutenant were authorized for more than 500 Regular and Reserve lieutenants junior grade by BuPers Notice 1421 series.

Dates of rank and effective dates for the appointments are 1 July through 1 Sep 70. Further BuPers notices or individual appointments will be issued monthly.

## • SELF-HELP ASHORE ENCOURAGED

The Chief of Naval Operations is behind a new program designed to improve shore establishment habitability through local self-help projects. In a 9 Sep message (NavOp Z-22), he stresses the importance of this program in enhancing all aspects of a Navy career.

"Although improvements have been made, years of limited funds for construction and maintenance have resulted in far too many substandard living quarters and personnel support, welfare and recreation facilities which are most detrimental to the retention of the Navyman, our most valuable resource."

Admiral Zumwalt mentions living quarters, temporary lodging, parking facilities, trailer parks, locker clubs and recreation clubs as areas requiring immediate, priority attention.

The message encourages local initiative in setting up projects that will make use of the construction skills of Navy Seabees, as well as the abilities of other Navymen, to improve their own personnel support facilities.

This is the latest step in a continuing program to make living quarters and recreational facilities ashore as comfortable and attractive as possible (see "BEQs and Family Housing" in the Sep ALL HANDS).



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It was originally announced in OpNav Instruction 11000.9 series; the Chief of Civil Engineers, Rear Admiral W. M. Enger, CEC, has been appointed project manager.

## • NOW YOU CAN WEAR CIVVIES ON BASE

Now you can wear civvies at all base facilities, except during normal working hours or when you're on duty.

Some shore establishments have permitted this for quite a while, but a recent survey showed a lack of uniformity in regard to civilian clothing regulations.

The Chief of Naval Operations spelled out the new Navywide rule in a recent message (NavOp Z-12). From now on, COs of all shore establishments will normally permit all enlisted Navymen and Waves to wear civilian clothing at all base facilities outside of working hours or when off duty.

That means, for example, that you'll be able to wear civvies in the mess hall for the evening meal on weekdays (and all day on weekends and holidays), as well as in the barracks when you're not on duty.

Of course, you'll have to show your ID card or mess hall pass when out of uniform. Proper identification is essential to the success of the program. Still, that's a lot better than having to change clothes to go to chow.

## • IMPROVING FACILITIES AT SHORE STATIONS

In another step to improve habitability at shore stations, the Chief of Naval Operations called for the establishment of clean-up facilities for Navymen who have to work in dungarees ashore (see NavOp Z-20):

The program includes steps to be taken at all shore stations to provide locker facilities and wash facilities at or convenient to the site, for men who are required to be engaged in dirty work which soils the clothes and body.

"With the assistance of the fleet and type commanders, and with the use of initiative and self-help, it should be possible to obtain materials from ships being stricken to install the necessary lockers and wash facilities," CNO said.

Full assistance will be provided by the Chief of Naval Material in locating equipment.

## • OTs SELECTED

More than 900 Sonar Technicians and Electronics Technicians have been selected for conversion to the new Ocean Systems Technician (OT) rating. (ALL HANDS provided the advance details in last May's issue.) The new OTs will still keep their old rating badges for a while, however, until OT crowns become available. Initial advancement exams for the new rating will take place next February.

## • TIME OFF AFTER HOLIDAY DUTY

New guidelines providing compensatory time off after in-port holiday duty periods were announced by the Chief of Naval Operations on 9 Sep (NavOp Z-21): "The granting of liberty...is a prerogative of commanding officers. However, no guidelines are presently provided for granting compensatory time off/liberty following holiday duty periods.

"When the operational situation permits, as determined by the commanding officer, personnel shall normally be granted compensatory time off following in-port duty on a holiday."

The legal public holidays covered by the new guidelines are New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day (starting in 1971), Veterans Day, Thanksgiving Day and Christmas Day. Time off will be granted on a one for one basis--one working day off for each day of holiday duty.

## • WHITE HOUSE FELLOWS PROGRAM

Career Navymen are eligible for this highly competitive program; applications for the 1971 program must be postmarked no later than 1 Dec.

Selection will be limited to career-motivated military personnel who: have demonstrated unusual ability, high moral character, and outstanding motivation and leadership qualities; show promise of future development. BuPers Notice 1560 (8 Sep 70) has the details.

## • CPO ADVISORY BOARD TO CNO

Plans are in progress to form a CPO advisory board to CNO. The board will provide recommendations and act as a sounding board on ideas and policy proposals of interest to the enlisted Navyman. The board will be composed of six E8/E9 volunteers selected from Fleet wide nominees, plus the MCPON. Members will serve on a full time basis for up to six months enroute to PCS tours in the Washington, D. C. area. Tour rotation dates will be staggered to provide constant infusion of new ideas from the Fleet.

In the initial selection COs were to submit nominations of highly qualified E8/E9's (volunteers only) to reach CNP (Attn Pers B2124) before 14 Sep 70.

## • OMBUDSWOMEN FOR NAVY WIVES AT SHORE COMMANDS

All shore-based commands have been directed by CNO to establish procedures which provide Navy wives a channel of communications with Shore Base Commanders. Purpose is to give them an opportunity to express their views, suggestions, and/or complaints. The program provides for selection of a Navy wife as representative by each local wives' organization with direct access to commanding officer. This wives' ombudsman concept will reflect upon related activities in existing



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wives' organizations and Navy services and benefits councils. "We have each been getting good advice from our own wives," CNO says, "Let's listen carefully to an official representative." (See page 12.)

## • CHRISTMAS MAILING PERIODS

The Post Office Department in conjunction with the Armed Services has established the following periods for Christmas mail:

Mail addressed to personnel overseas: Surface parcels should be mailed between 12 Oct and 7 Nov. Space Available Mail (SAM) parcels and letters should be mailed between 19 Oct and 21 Nov. Parcel Air Lift (PAL) should be mailed between 26 Oct and 28 Nov. Airmail parcels and letters should be mailed between 30 Nov and 12 Dec.

Mail originating overseas for delivery to another overseas address or to CONUS: The same as mail destined overseas; however, COs may adjust the mailing date, if appropriate. Factors that should be considered are the distance from the point of origin to the delivery address and frequency of transportation. In order to be delivered by Christmas Day, mail destined for CONUS should arrive at the port of entry between 11 and 21 Dec depending on the distance to be covered within the U. S.

## • LOOKING FOR A CHALLENGE?

If you're a topnotch chief or 1st class petty officer (or an especially squared-away 2nd class), eligible for shore duty and qualified in accordance with Chapter 4 of the Enlisted Transfer Manual, the Navy needs you in recruiting. All enlisted ratings are eligible for recruiting duty in one of two forms--(1) recruiter-canvasser or (2) support.

Nurses, Waves and officers with 1100 and 1300 designators are most likely to get the nod for duty as officer-recruiters.

As a recruiter, you'll leave your mark on tomorrow's Navy. But what's in it for you? Thirty dollars a month extra for superior performance, if you're a recruiter-canvasser. Shore duty, maybe in your home town. A chance to be your own boss. You may apply for recruiter duty when you submit your Seavey rotation data card.

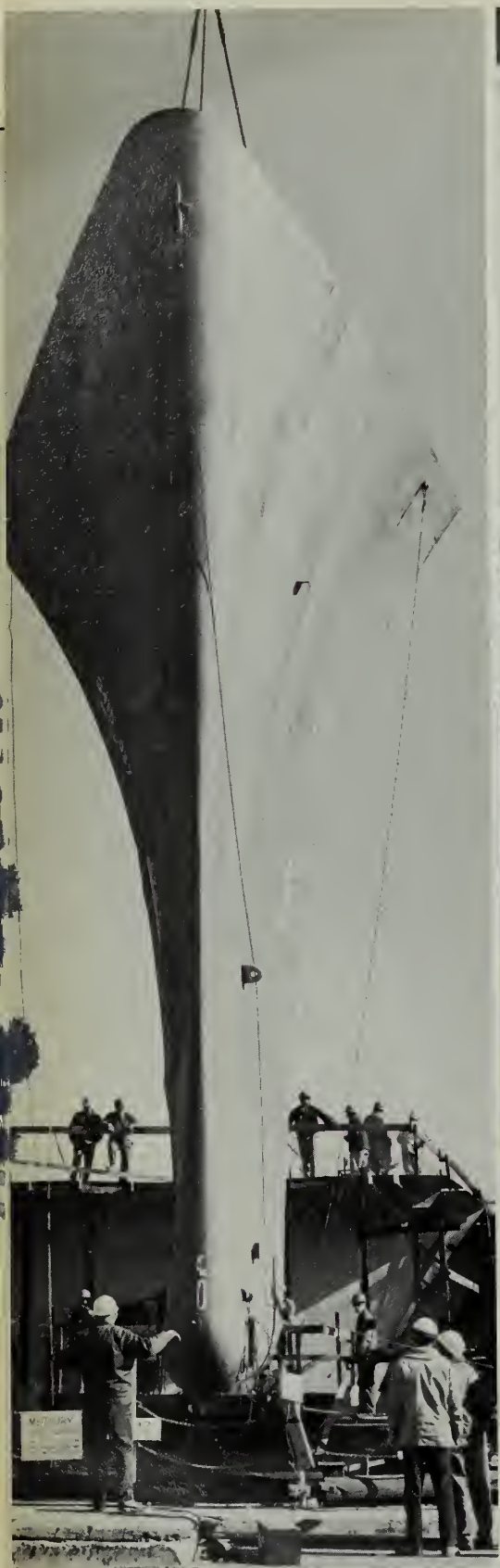
## • NAVY SPONSOR PROGRAM

There has been one giant step forward in extending benefits of the Navy Sponsor Program to all Navy men and women who receive permanent change of station orders.

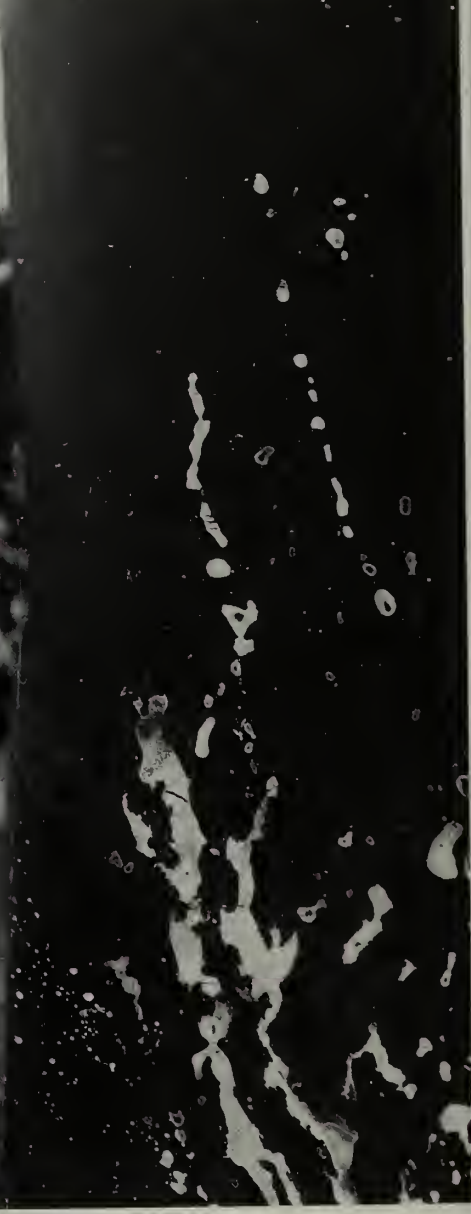
The Bureau of Naval Personnel has been assured by Fleet, area and district commanders that the Sponsor Program guidelines issued by the Chief of Naval Operations less than two months ago are now being observed Navywide.

The value of the Sponsor Program had been proved in past years.

Now, all commands are to have designated sponsors meet and greet and generally help incoming personnel make as easy a transition as possible in checking into and settling down in a new command.



# CHAMPAGNE WITH LAUNCH





**M**OVE OVER, Fleet. Many new breeds of ships are on their way. Some, in fact, have already arrived. such as *uss Meyerkord* (DE 1058) and *Green Bay* (PG 101), commissioned last year, and *Butte* (AE 27), a member of the Atlantic Fleet's Service Force.

Others are on the way, and foremost among them are two new nuclear powered carriers, *uss Dwight D. Eisenhower* (CVAN 69) which was the star in a recent keel-laying ceremony, and her sister ship *Nimitz* (CVAN 68) which is about half completed in the next shipway in Newport News, Va. For more on these two ships, see page 34.

And now back to a representative sampling of the new ships that are already here.

*Meyerkord* was commissioned on 28 Nov 1969 at the Long Beach Naval Shipyard, the fifth ship of her class. The 438-foot ocean escort has a beam of 47 feet and a full-load displacement of about 4000 tons. She is equipped with an integral bow-mounted long-range sonar, surface and air search radars, and an antisubmarine rocket launcher.

In addition, *Meyerkord's* armament includes anti-submarine torpedo launchers and a 5-inch/54-caliber gun mount. She also has space and weight reservations for a self-defense missile system, a manned helicopter capability and variable depth sonar.

#### New Gunboat

The gunboat, *Green Bay*, was commissioned at the Boston Naval Shipyard on 5 December. She is the 14th ship of the *Asheville*-class patrol gunboat to join the Fleet and is the first naval vessel to be named after the city of Green Bay, oldest settlement in Wisconsin.

Measuring 165 feet long, with a width of 24 feet, PG 101 displaces about 250 tons fully loaded. Her propulsion system provides impressive speeds and instantaneous maneuverability. Two 725-horsepower diesel engines generate cruising speeds, while one 14,000-horsepower gas turbine jet engine delivers a high-speed capability.

On deck, her armament consists of a single 3-inch/50-caliber, rapid-fire gun mount, one 40-mm gun mount, and two twin .50-caliber machine guns. *Green Bay* carries four officers and 24 enlisted crewmen.

#### New Class Ammo Ship

Now a member of the Atlantic Fleet Service Force, *uss Butte* (AE 27) is the second of a new class of ammunition ship. First in the class, *Kilauea* (AE 26), has already joined the Pacific Service Force.

The 564-foot AE features the most recent designs in ammunition and missile transfer systems, including the method called STREAM—Standard Tensioned Replenishment Alongside Method. The system uses a ram tension wire between ships, allowing the delivery ship to transfer ammunition to two ships simultaneously at speeds up to 20 knots.

Using two helicopters, *Butte* also can supply ships by the vertical replenishment method. Her passive roll stabilization tank provides her with a steady platform for handling ammunition under adverse sea con-



Left: Not one, but two, battles of champagne are used in christening of DE 1066, named after Construction Mechanic 3rd Class Marvin G. Shields, Medal of Honor hero. Right: Mrs. Mary Lau Yeager, daughter-in-law of the late VADM Howard A. Yeager, christens the ailer Wichita (AOR 1).



Left: Mrs. William F. Bringle, wife of Commander, Naval Air Force Pacific, gives Drum (SSN 677) a big spray. Right: Mrs. Henry Johnson, wife of Commander, Western Division, NAVFAC, christens NEMO.



Above: Mrs. Melvin R. Laird, wife of the Secretary of Defense, begins the swing that sent the nuclear attack submarine Trepang down the ways. Viewing her swing are ADM Thomas Maarer, recently appointed Chairman, JCS, and SecDef Laird. Facing page: Mrs. William I. Martin, wife of Deputy Commander, U. S. Atlantic Fleet, swings the champagne against bow of Mount Whitney.

ditions. And, to minimize hazards involved in ammo handling, the ship is equipped with the latest in fire-fighting fixtures and systems.

Elsewhere, work continued on the Navy's 100th nuclear-powered submarine, *Silversides* (SSN 670). The keel was laid on 13 Oct 1969 at Groton, Conn., just a few hundred feet from where *Nautilus* (SSN 571) ushered in the Navy's nuclear era with her historic message "underway on nuclear power," a little less than 16 years ago.

When *Silversides*, a *Sturgeon*-class sub, joins the Fleet in 1972, she will displace 4200 tons, twice the

tonnage of her World War II namesake. The first *Silversides* was credited with sinking or damaging 221,113 tons of enemy ships in 14 patrols.

#### Other Launchings and Christenings

Other new ships joining or soon to join the Fleet from Quincy, Mass.; Seattle; San Diego; and Philadelphia are the dock landing ship *Portland* (LSD 37), the ocean escort *Downes* (DE 1070), the combat store ship *San Jose* (AFS 7), and the tank landing ship *Sumter* (LST 1181).

• *Portland* slid down the ways in Quincy on 20 December. Second ship of the *Anchorage*-class LSD, designed to operate with an amphibious assault force, *Portland* will be capable of transporting preloaded heavy landing craft to an operating area and launching them rapidly from her flooded well deck. She is also equipped to drydock and repair vessels as large as harbor tugs. Commissioning was scheduled for September.

Manned by 51 officers and 742 crewmen, the 533-foot-long ship will displace 13,700 tons fully loaded. She is armed with two twin-barrel, 3-inch/50-caliber gun mounts and is equipped with a helicopter landing platform.

• At Seattle, the ocean escort *Downes* was christened on 13 December. A *Knox*-class DE measuring 438 feet long and displacing 3900 tons, she will carry a crew of 17 officers and 213 enlisted men. Her mission will be to locate and destroy hostile submarines, a task undertaken by two previous destroyers named *Downes*.

Left: USS *Trepang* (SSN 674) heads out to sea from Groton, Conn., on her first sea trials. Below: The fast combat support ship USS *Detroit* (AOE 4) is prepared for launching.





• On the southern end of the West Coast, in San Diego, the combat store ship *San Jose* (AFS 7) was also christened on 13 December.

First Navy ship to be named after the city of San Jose, Calif., AFS 7 is a 20-knot replenishment ship designed to deliver general stores, including frozen provisions, to ships at sea. She is fitted with the most advanced equipment for automated cargo handling and transfer, thus enabling her to pass supplies to receiving ships quickly with a minimum of handlers.

*San Jose* is equipped also with a hangar and maintenance facilities for two UH-46 *Sea Knight* helicopters. This will expand her supply capability through vertical replenishment of ships and forces ashore. The 581-foot ship will have a full-load displacement of 16,000 tons, and will carry a crew of 31 officers and 441 enlisted men.

• At the Philadelphia Naval Shipyard, again on 13 December, the tank landing ship *Sumter* (LST 1181) was launched, the third ship to bear the name honoring the city and county of Sumter, S. C.

*Sumter III* is a *Newport*-class LST which has a greater capacity for amphibious vehicles and a unique offloading system quite different from that of her World War II predecessors.

Sporting a clipper bow, instead of the familiar LST blunt bow, *Sumter* will offload her vehicles and cargo by means of an over-the-bow ramp that will extend beyond her 522-foot length. Her full-load displacement will be 8000 tons. She was commissioned on 20 June.



**T**HE NAVY LAID THE KEEL for its third nuclear-powered aircraft carrier, *uss Dwight D. Eisenhower* (CVAN 69), in Newport News on 15 August. The new carrier is expected to join the Fleet in 1975.

In the next shipway, *Eisenhower's* sister ship *uss Nimitz* (CVAN 68) lay half completed. Her keel was laid two years ago; she's scheduled for commissioning in 1973.

Fittingly enough, the Navy's first and only presently commissioned nuclear carrier, *uss Enterprise* (CVAN 65), was in the same shipyard.

*Eisenhower* and her sister ship will be the best protected and least vulnerable carriers ever designed. An improved antitorpedo hull design and extensive use of armor provide this added protection.

The carriers' vulnerability is reduced even further by their almost-unlimited high-speed endurance. They'll have two-reactor plants rather than the eight reactors on *Enterprise* (which will cut down on required operating personnel).

*Eisenhower's* two reactors will contain the energy equivalent of the fuel oil in a string of tank cars stretching from Boston to Washington, D.C.

The space not needed for fuel oil can be used to store twice as much aviation fuel and 50 per cent more ammunition than the latest conventionally powered CVAs can carry. The *Nimitz* class will also feature improved designs for command and control, intelligence processing, ammunition handling, aircraft catapulting, firefighting and damage control.

Displacing about 95,000 tons, *Eisenhower* will be 1092 feet long, with a maximum breadth of 252 feet. Her flight deck will cover about 4 1/2 acres. She is designed to handle any Navy tactical aircraft in the air or on the drawing boards.

The fifth and final ship of the *Charleston*-class amphibious cargo ships, *El Paso* (LKA 117), was commissioned 17 January at the Norfolk Naval Shipyard in Portsmouth, Va.

*El Paso* joined her sister ship, *Charleston* (LKA 113), as a member of the Atlantic Fleet Amphibious Force. The other three ships in her class—*Mobile* (LKA 115), *Durham* (LKA 114), and *St. Louis* (LKA 116)—are assigned to PhibPac.

**A**NOTHER OF THE NEW CLASS ocean escort, two tank landing ships, an amphibious command ship, a super oiler and two nuclear submarines have been launched, moving one step closer to joining the Fleet.

Designated DE 1076, the ocean escort *Fanning* slid down the ways on 24 January in San Pedro, Calif. She was christened by Mrs. Robert H. Lathrop, great, great, great granddaughter of Navy Lieutenant Nathaniel Fanning (1755-1805), the brave "captain of the main top" in the battle between *Bon Homme*



Amphibious cargo ship USS Durham (LKA 114) gets underway. Below: USS Drum (SSN 677) slides down the ways at the Mare Island Naval Shipyard.

*Richard* and *Serapis* during the Revolution in 1779.

The new *Fanning* measures 438 feet long and has a full-load displacement of 4100 tons. Commissioning was scheduled for September

**T**HE TWO LSTs of the clipper-bow design were launched at San Diego, *Saginaw* (LST 1188) on 7 February and *San Bernardino* (LST 1189) on 28 March.

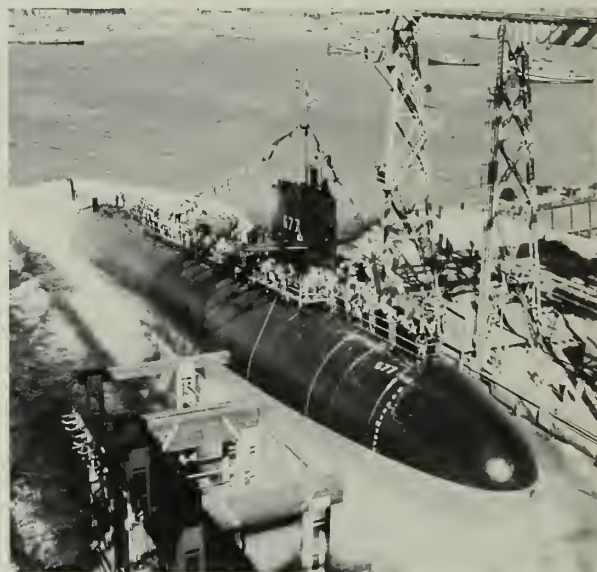
Both new LSTs have similar makeups, measuring 522 feet in length and displacing more than 8000 tons fully loaded. Each is also equipped with an over the bow extendable ramp which, together with the stern ramp from the tank deck and helicopter platform, will provide fast, efficient means of off- and onloading tanks and combat vehicles. They are slated for commissioning some time early in 1971 and will carry crews of about 10 officers and 160 enlisted men, plus accommodations for 400 combat troops.

**A**MID A SHOWER of champagne, the 18,000-ton amphibious command ship *Mount Whitney* was christened and launched on 8 January in Newport News, Va.

Second in the *Blue Ridge* class of new command ships, *Mount Whitney* is named for the 14,465-foot peak in the Sierra Nevada mountain range in California. The 620-foot ship, designed with helicopter capability, will operate as an amphibious force flagship, serving as a command communications center, linking naval air and ground forces in amphibious operations. She is scheduled for delivery early next year.

Christened on 23 April at Quincy, Mass., was the 37,360-ton replenishment fleet oiler *Savannah* (AOR 4), fourth of a new class of six supply ships being built for the Navy. Namesake of the city and river in Georgia, *Savannah* measures 659 feet long and is designed to provide ships with petroleum products and other supplies, such as refrigerated and dry provisions, and ammunition. She is expected to be delivered later this year.

**A**T GROTON, Conn., two nuclear attack submarines of the *Sturgeon* class have been launched — *Bluefish* (SSN 675) on 10 January and *Billfish* (SSN 676) on 1 May. Each submarine measures 292 feet, has a displacement of 4200 tons and carries 12 officers and 94



enlisted men. They are expected to join the Fleet in November 1970 and March 1971, respectively.

Also at Groton, construction continued on the nuclear submarine *Batfish*. This *Sturgeon*-class sub bears the name of the World War II submarine which destroyed more than 10,000 tons of enemy shipping and earned a Presidential Unit Citation.

Shipyard activity in Quincy, Mass., began this year with the construction of the amphibious assault sup-



port ship *Mount Vernon* (LSD 39). *Mount Vernon* is one of four amphibious ships (designated landing ship, dock) being built at Quincy. She will measure 562 feet long with an 84-foot beam, will have a full-load displacement of 13,700 tons, and will carry a crew of 21 officers and 405 enlisted crewmen, plus a contingent of 304 combat troops.

#### Hoist Their Pennants

**N**EARLY A DOZEN other ships have raised commissioning pennants and joined the Fleet since the beginning of 1970. They include three ocean escorts, three tank landing ships, two nuclear attack submarines, one amphibious transport dock, one guided missile frigate, and a fast combat support ship.

An additional ocean escort, *uss William S. Sims*, was commissioned on 31 December at Charleston, S. C., wrapping up the last year's commissionings. Fourth ship to bear the name of the admiral who helped to improve naval gunnery and establish the naval convoy system, DE 1059 is a member of Destroyer Squadron Four, homeported at Mayport, Fla. She is 438 feet long, displaces 4100 tons and carries a crew of 15 officers and 212 enlisted men.

The other ocean escorts are *Paterson* (DE 1061), *Lang* (DE 1060), and *Gray* (DE 1054).

*Patterson*, also commissioned in Charleston, hoisted her pennant on 14 March. She is the third ship to be named for Commodore Daniel Todd Patterson, a naval officer of the early 1800s. Like *Lang* and *Gray*, *Patterson* measures 438 feet long and has a full-load displacement of 4100 tons. She is primarily designed for antisubmarine warfare, but is well suited for search and rescue, patrol blockade and convoy missions.

*Lang* became the sixth of the new *Knox*-class escorts to join the Fleet when she was commissioned at the Naval Station, Long Beach, Calif., on 28 March. Named after Seaman John Lang, a War of 1812 naval hero, the new DE is homeported in Long Beach as a unit of Destroyer Squadron 19.

**T**O THE NORTH, in Bremerton, Wash., *Gray* was placed in commission on 4 April. Sponsor for the ship, which is homeported in San Diego, is Mrs. E. B. Armel, sister of Marine Corps Sergeant Ross F. Gray, after whom the ship is named. Sgt. Gray was posthumously awarded a Medal of Honor for heroism during the battle on Iwo Jima.

The new LSTs — *Manitowoc* (LST 1180) and *Peoria* (LST 1183) — have been assigned to the Pacific Fleet, homeported in Long Beach and San Diego, respectively. Both carry crews of about 10 officers and 160 enlisted men, with accommodations for more than 400 troops.

Measuring 522 feet long and displacing more than 8000 tons fully loaded, these *Newport*-class tank carriers are capable of speeds in excess of 20 knots, owing to their clipper-bow construction, and over-the-

bow loading ramp design. This, together with the stern gate to their tank decks, and helicopter platforms, provides the ships with fast means of off- and onloading equipment.

*Manitowoc* is the second ship of the Fleet to bear the name of the Wisconsin city and county. The first was PF 61, a patrol/weather craft assigned to the North Atlantic between 1944-46.

*Peoria* is named in honor of the city in central Illinois and is the fourth ship to be so named. The first was a side-wheel steamer which operated in the Atlantic and Caribbean in 1866-68. The second *Peoria* was a steel gunboat which served in the Spanish-American War in Cuban waters and remained in service until 1921. The third *Peoria* (PF 67) was a World War II *Tacoma*-class frigate. She operated with the Atlantic Fleet until 1946.

**T**HE 4200-TON, 292-foot nuclear attack submarine *Flying Fish* (SSN 673) was commissioned at New London on 29 April. She is the third Navy ship to

The fifth ship of the Charleston-class amphibious cargo ships, *El Pasa* (LKA 117) puts her bow into calm waters.



bear the name *Flying Fish*. The first was a 90-ton schooner which operated in 1838, and the second was the SS 229, first submarine to be commissioned after the beginning of World War II.

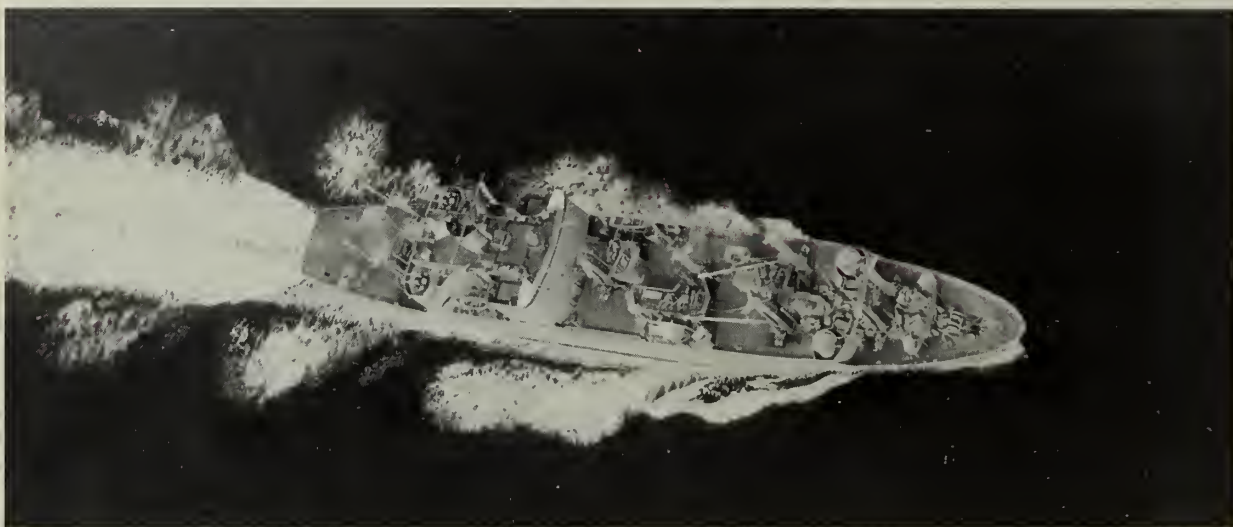
The nuclear attack submarine *Finback* (SSN 670) was placed in commission on 4 February at Newport News, Va. A *Sturgeon*-class ship designed to track down hostile submarines, *Finback* has the capability to operate as mother sub for the Deep Submergence Rescue Vehicle (DSRV), carrying the DSRV piggyback to and from sites of disabled submarines. (DSRV-1 was launched in January at San Diego and

is undergoing a series of dockside and at-sea tests and evaluations which will extend through 1971.)

*Finback* is the second ship to bear the name of the whale commonly found along the Atlantic coastline. The first *Finback*, SS 230, earned 12 battle stars for her World War II operations, then remained on duty until 1950. The new *Finback* crew of 12 officers and 94 enlisted men will be homeported at Norfolk.

**B**REMERTON WAS THE SITE for the commissionings of the amphibious transport dock *Nashville* (LPD 13) and the fast combat support ship *Detroit* (AOE 4), while the guided missile frigate *Gridley* (DLG 21) hoisted her pennant for a second time, this time at Bath, Maine.

**Right:** The 562-foot ship *USS Portland* (LSD 37) is guided out of her building basin. **Below:** Ammunition ship *USS Kiloueo* (AE 26) cuts a fine wake.



*Nashville*, homeported in Norfolk, joined the fleet on 14 February; *Detroit*, homeported in Newport, on 28 March; and *Gridley*, homeported in Long Beach, on 17 January.

A flagship version of the *Austin*-class LPD, *Nashville* is primarily designed to transport and land troops, amphibious vehicles and associated equipment from her floodable well deck. She measures 570 feet long, has a beam of 100 feet, and displaces 16,900 tons fully loaded. Like most of the new amphibious ships, she is capable of plying the seas at better than 20 knots, carrying a crew of 27 officers and 466 enlisted men. She also has accommodations for more than 900 troops.

*Nashville* is the third ship to bear the name of the capital city of Tennessee. The first was a gunboat built in 1897 which saw service in the Spanish-American War and the Philippine Insurrection. The

second *Nashville* was a light cruiser. She won 10 battle stars during the Pacific campaign in World War II.

**D**ETROIT IS THE FOURTH in a new class of ship which combines the versatilities of a tanker, ammunition ship and supply ship. She measures 770 feet long, has a beam of 107 feet and displaces 52,386 tons. *Detroit* is named after Michigan's largest city, as have been four other Navy ships. The first two were sloops of war, the third was a cruiser which served from 1893 to 1905, and the fourth was the light cruiser CL 8 which was among those present during the attack on Pearl Harbor.

AOE 4 is equipped with the latest and most sophisticated types of cargo handling features. STREAM (Standard Tension Replenishment Alongside Method) enables her to deliver, simultaneously, large quantities





Left: USS Butte (AE 27) features some of the most recent designs in transfer systems. Above: USS Wichita (AOR 1) and USS Kilauea (AE 26) exchange provisions during a training exercise.

of various types of cargo from 15 transfer stations while steaming at high speeds. In addition, she carries three UH-46D jet-powered helicopters which can transfer up to 100 tons of cargo per hour.

Other significant features of *Detroit* stem from her engineering department. Her evaporators, for example, can produce 80,000 gallons of fresh water every 24 hours and she can cruise at nearly 20 knots some 10,000 miles without refueling. She carries a crew of 578 officers and enlisted men.

**T**HE GUIDED MISSILE frigate *Gridley*, third ship named in honor of Captain Charles V. Gridley, USN, who commanded USS *Olympia* in the Battle of Manila Bay during the Spanish-American War, was originally commissioned in 1963. Shortly afterward, she was involved in the initial Tonkin Gulf crisis in August 1964, lending support to counterattack operations against North Vietnamese torpedo boats and their facilities.

After WestPac tours in 1965-66 and 1968, *Gridley* was decommissioned and began an anti-air warfare modernization. She has been fitted out with the Naval Tactical Data System which will provide a rapid communications and information display which commanders on board may use to make decisions in countering hostile threats in high-speed warfare maneuvers. Also installed are updated air search radar and *Terrier* missile fire control equipments as well as more powerful turbo generators to provide increased power for the new equipment.

**E**LSEWHERE, the Naval Station at Charleston, S. C., has had in service since January a new large harbor tug. Designed with a built-in foam firefighting system, *Cheraw* (YTB 802) measures 109 feet long with a 29-foot beam. She will assist in many of the 4600 movements of destroyers, submarines and minecraft which are made in Charleston annually.

Crewman of USS *Flying Fish* (SSN 673) runs up the flag at her commissioning ceremony.



# 3-M MAINTENANCE MATERIAL MANAGEMENT



**I**N THE DOLLAR-SHORT Navy of the 70s, "3-M" may be your prescription for survival. 3-M is considered by some to be boring and unrewarding, with an emphasis on records-keeping that you as a seagoing Navyman find hard to take, especially when you consider the numerous demands on your time.

But 3-M works. It does a great deal to make your job more successful—and what is more important—achieves more with the same amount of muscle. *It could even make your job easier.*

If that is what you're interested in, read on.

3-M means Maintenance and Material Management—keeping track of what you do to what—and when. And making sure the *when* is when it should be.

Consider the case of COMPHIBLANT, detailed by LANTFLT to contribute to a Maintenance History Program for the Navy. PHIBLANT was one of several type

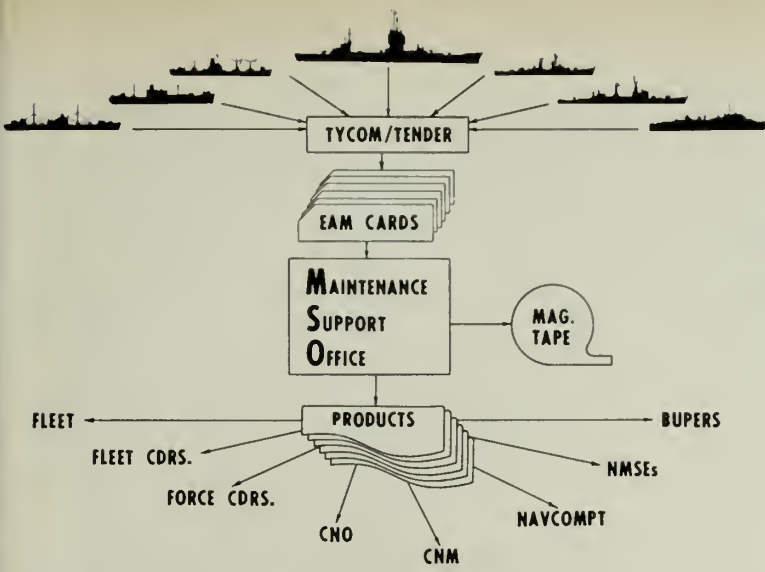
commands to test revisions to the 3-M System, effective 1 Jan 1970. So successful was 3-M that 30 LANTFLT ships last year were available for operation prior to scheduled overhaul dates, in an era of austerity and tighter operating schedules with fewer ships.

3-M isn't new. It was born in 1963, as a management tool, to make sure things were done to Navy equipment when they were supposed to be done, and the *way* they were *supposed* to be done. Some people took it seriously, like PHIBLANT, who found it worked.

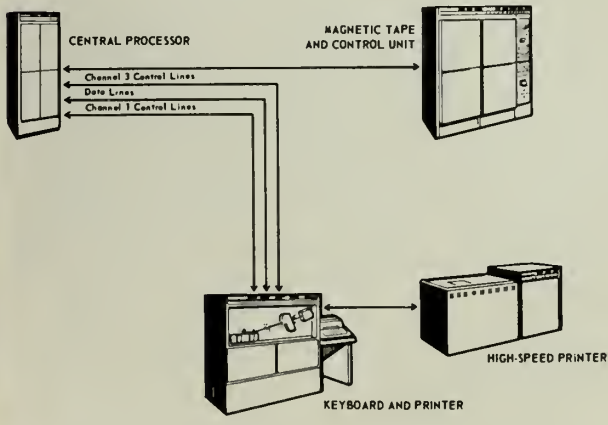
**T**HAT 3-M IS NO DRILL was affirmed by CNO last year when he wrote:

"The 3-M system was developed to meet the increasing needs of the Navy to exercise at all levels of management more effective direction, supervision, and control over the maintenance of complex equip-





The Maintenance Data Collection System (MDCS) is a standard system used by all departments of all ships to report all maintenance actions accomplished or deferred. MDCS is concerned with both scheduled and unscheduled maintenance. The concept involved is that a maintenance action will be reported only once to a central data processing center. The concept is depicted in this chart. Here is an example of the shipboard installation of automatic data processing equipment to facilitate supply accounting and workload planning aboard carriers, tenders and repair ships.



ments and weapons systems and over the maintenance resources (skilled personnel, material and funds) in support of these equipments and weapons systems.

"3-M is both a management and a management information system—that is, it is a vehicle by which management control, policy direction, and technical supervision are necessarily exercised from one management level to another."

What CNO left unsaid was that 3-M equally eases the workload on individual personnel responsible for maintenance.

Like a man, the 3-M System stands on two legs: a Planned Maintenance Subsystem (PMS) and a Maintenance Data Collection Subsystem (MDCS). One leg, "PMS," seeks maximum operation of Navy equipment, reduction of down-time, maintenance costs and time devoted to maintaining Navy equipment.

Maintenance Report

Translated, this is what *has* to be done to what—and when.

The second leg, "MDCS," simply stated, is record-keeping. What was done to what—and *when*.

The gimmick, of course, is data processing, instant recall, the production of information at the punch of a button. Computers store vast amounts of information, information which, a generation ago, required people to search through files, card indices, and piles of records to find—and to search memories. And who wants maintenance based on memory, especially if you're flying an airplane or operating a submarine?

**W**E'RE TOLD we've got to get more out of our defense dollar, and eliminate waste and duplication. Fewer ships must do the same jobs, and fewer sailors must make the same ships do the same jobs—with fewer civilians to support them.

3-M data processing, like all computer operations, is as good as the material fed into it. That's why 3-M maintenance reports are important. *What you get back will be only as good as what you put into the program.*

A practical example: a generator is constantly failing, after so many hours, so many operations. Report it. It doesn't reflect on you as operators or maintenance men. You didn't ruin it; maybe it's a weak sister among such items on board your ship or aircraft.

What's in this for you? Plenty. Enough reports mean plenty of spares; spares for you when you need them—and even redesigned equipment.

What's more, weekly, quarterly and long-range maintenance schedules are maintained and maintenance requirements are established to save time. Maintenance Requirement Cards contain information like "do's" and "don'ts" to be observed, and the tools to be used.

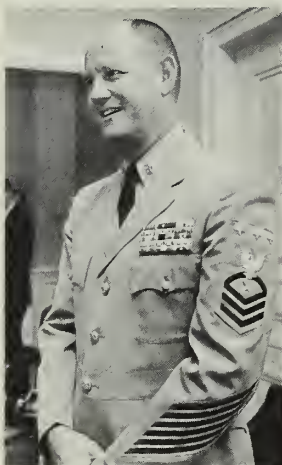
Experience is the best teacher. 3-M could give you the advantage of many other people's experience.

But memories are short, computers dumb. "It's a machine," an instructor in the Defense Information School once observed. "It does only what you make it do."

3-M is as good as you make it.

# from the desk of the Master Chief Petty Officer of the Navy

## Your Date With the Fleet Reserve



GMCM D. D. BLACK

**T**O ALL NAVYMEN and women wearing four or more hashmarks on their sleeve, the phrase "putting in your papers" should be a familiar one. The "paper" is an application form (NavPers 630) and the whole process to which the phrase refers is the application for transfer to the Fleet Reserve.

Although Fleet Reserve transfers are everyday occurrences, the processing of the forms and the policies concerning their approval or disapproval, and finally, the establishment of a transfer date, may not be so familiar to all hands. Here's what happens to a Fleet Reserve Transfer Application when it reaches the Bureau of Naval Personnel.

After the application arrives at the Bureau, it is sent to the Favorable Separation Section (B222). A copy of the NavPers 630 form is also routed to the applicant's rating control officer and detailer. The detailer will provide information to the Favorable Separation Section about the applicant's relief as well as any other comments. The application is then referred to another office in the Bureau, the Enlisted Services and Records Division (E3), which is responsible for computing service for transfer to the Fleet Reserve, setting the transfer date, and issuing the authorization for transfer. Applications requiring special processing, or that are from personnel who may be ineligible for transfer on the date they requested, are processed in the Favorable Separation Section.

Some applications are returned to the commands because errors were made, or the individ-

ual submitted it too late for the date he wanted, or perhaps he had insufficient obligated service.

For example, if the submission date of the application form is more than 12 months prior to the requested Fleet Reserve date, the application will normally be returned to the command for resubmission at a later date, not earlier than 12 months prior to the date requested. This is done to avoid having the authorization papers outstanding for excessive periods of time. If the form is submitted less than six months prior to the requested date, and the person meets all other requirements for transfer, the requested date may be authorized if no contact relief is required.

Obviously, it's best not to wait too long before putting in your papers, for this consideration is not given to all applicants. The best time to submit for transfer is during the first half of the year before the date you want.

**W**ITH REGARD TO CASES involving insufficient obligated service, applications from men in this category will be retained by the Bureau if the applicant is eligible in all other respects and if not more than a three-month extension is required. In such a case, the individual's commanding officer will be informed that the applicant may submit a page 1A (Agreement to Extend Enlistment) to acquire the necessary obligated service. If the applicant is not eligible to further extend his enlistment, due to having the maximum of 48 months of extensions authorized under law, he must reenlist to acquire sufficient obligated service. His application will be returned for resubmission at the time the additional obligated service agreement is effected.

To avoid future hardships and missed employment opportunities, thoughtful consideration should be given to choosing the date for which you apply. Ideally, the date should coincide with your tour completion date (TCD). However, you may be authorized a date within three months of your TCD if you would accrue increased benefits or it would be more convenient for you.

If you want a date more than three months after your present TCD, you may have to complete your present tour, plus one year on board your next duty station. The only exception to this rule is made for men who become eligible for the first time—with 19 years, six months with constructive time. Then the Fleet Reserve date may be authorized up to six months after TCD. Personnel in this situation, wanting to join the Fleet Reserve at their earliest opportunity, should submit their papers about one year prior to the requested date of transfer. In no case will a member's tour completion date be adjusted for a period longer than six months.

Personnel on sea duty may request a date  
(Continued on Page 47)



# bulletin board

## Project Referral: For Retiring Navymen

**L**OOKING FORWARD to retirement soon? One of your biggest concerns is finding a job on the outside.

*Referral* can help.

The brand-new Department of Defense *Referral* project provides for counseling and voluntary registration of retiring servicemen into a computerized system which matches the men with available civilian jobs.

Basically, here's how it works:

Some months before your planned retirement or transfer to the Fleet Reserve, you visit a *Referral* counselor at your local *Transition* site. (Procedures have been developed for the counseling and registration of retirees stationed in areas that do not offer access to a *Transition* site. BuPersInst 1760.18 describes these procedures.)

With his help, you decide what kinds of jobs you're qualified for and interested in, where you'd like to live after retirement, what rate of pay you'd like to make, and similar information. Then you put it all down on a form which is sent in to the *Referral* computers in Dayton, Ohio.

(Participation is completely voluntary, of course; and your entry into *Referral* doesn't keep you from using any other official or unofficial means of job-hunting. In fact, you're encouraged not to put all your eggs in the *Referral* basket. More on this later.)

Meanwhile, employers of all types across the country are submitting job orders to the *Referral* system, giving details on the jobs they expect to have available at certain times, qualifications for the jobs, pay, location, etc.

**T**HE COMPUTERS THEN MATCH your qualifications and preferences to the jobs they seem to fit, and a brief resume of the data on you is sent to any em-

ployers who are offering those jobs.

From this point on, it's up to the prospective employer and you.

If the employer thinks you might be the man he needs, he'll contact you. Then you may carry on further correspondence directly with him, arrange for interviews, or go through any other necessary preliminaries before he decides whether or not to hire you. The *Referral* system, of course, takes no part in these negotiations.

As you can see, *Referral* can't guarantee you a job. In the American free-enterprise system, there just might not be any employers which have jobs available in the fields you want at a given time; and an employer who receives your resume is free to contact you or not, as he decides.

But the chances are very good that the system will give you some promising leads.

If you haven't been hired by the time you retire, you'll be kept in the *Referral* system for six months afterward (one year if you're a disability retiree or separatee), if it takes that long for you to find a job.

When you are hired, your name is dropped from the *Referral* system, whether you got the job through *Referral* or through other means. Your only obligation to the system is to notify it when you are hired, so your resume won't continue to be sent out in competition with those of men who are still looking for employment.

### WHO CAN JOIN?

Any active-duty member of the Armed Forces (man or woman, officer or enlisted) may take part in *Referral* if he wishes during the last six months of his active duty, if:

- He has completed, or is within six months of com-

**E**

is for efficiency. Shown here is USS Cacapon (AO 52), one of the latest recipients of the "E" Award. A complete list of recipients has not yet been received by ALL HANDS from all commands. Look for a full roundup on awards to ships and units in a forthcoming issue.



pleting, the statutory length of service for entitlement to retired or retainer pay and declares his intent to retire, or

- He is declared eligible for disability retirement, or
- He is declared a disability separatee with 10 or more years of active service.

Only men and women who are now on active duty are eligible to join. Those who have already retired or joined the Fleet Reserve are not included in *Referral*.

Eventually, it is possible that *Referral* may be extended to all military people leaving the service, or that it may be absorbed by the nationwide Job Bank system under development by the Department of Labor. But as of now, it's for those on active duty about to retire or join the Fleet Reserve, or who are separated with a disability after 10 or more years' service.

*Referral's* purpose is to provide contact between the people who need jobs and the employers who are offering them. It isn't intended to provide perfect man-job matches.

But the matching elements used in the system are restricted enough to give the prospective employer a good idea of whether he wants to contact you.

**H**ERE'S WHAT YOU and the employer will submit to the system:

- Availability date. You put down the first month you'll be available for employment. The employer may list the first month he will have the job available.
- Geographical area. You pick up to five geographical areas from among the 50 states and the metropolitan areas of Washington or New York) where you'd like to work, listing them in order of preference. The employer may list the location of the job he has.
- Wage range. You pick the beginning wage range at which you're willing to accept employment, and the employer puts down the wage ranges he is willing to negotiate for the job. During the negotiations, the actual wages, fringe benefits, and other matters will be worked out by you and the employer.
- Education. You list the highest level of formal education you've reached, and the employer may list the minimum level needed for the job.
- Investment requirements. You indicate whether you're willing to invest as a prerequisite for employment. The employer puts down whether investment is required.
- Job description. You may select up to three job preferences, using the standardized descriptions in the *DOD Job Title Thesaurus* which has been developed for *Referral* use.

This is where counseling and careful planning are essential.

The thesaurus contains about 300 job titles, "suffixes" for positions in educational institutions or business and industry, and a "job level matrix" to indicate levels of jobs from trainee to top executive. Don't try to fill out this part of the form until you're sure of what jobs you want and how to indicate your choices so the computer can understand them.

When the employer puts in a job order, he will indi-

cate at least the job title, geographical location and investment requirements, along with as many other matching elements as he wants to use to make his order more specific.

So your chances of getting in contact with an employer offering the kind of job you want will depend on careful choice of your preferred job titles. Your *Referral* counselor will assist you.

**I**F YOU'RE APPROACHING retirement and are interested in *Referral*, here are a few things to keep in mind:

- As was noted before, *Referral* can't guarantee you a job—or even that a prospective employer will contact you. A job fitting your qualifications and desires may not be available. Prospective employers will decide for themselves whether they want to contact you and hire you.

- You would be well advised to start looking for a job more than *Referral's* six months before you retire. Go to pre-retirement orientation sessions offered by your unit, review your work experience and begin considering what you want in a second career, begin preparing your resume and make all the contacts you can on your own.

- If you're interested in federal civil service employment, visit your base Civilian Personnel Office or a local Federal Job Information Center for information. *Referral* is not designed as a means for the serviceman to obtain federal employment, although federal employees may use the system to identify potential employees. Any hiring, of course, is accomplished in accordance with appropriate Civil Service and agency directives.

- Well before the six-month mark, visit your local *Referral* office for advance information and counseling.

- After counseling and careful consideration of your options, when you understand the system, fill out the *Referral* registration form if you want to take advantage of the system. Your *Referral* counselor (or personnel officer or PO) will send it in.

- You will be supplied with forms to change your data when you're in the system. For your own good, you'll want to keep the information in the system up to date.

- Answer all inquiries from prospective employers promptly and courteously, even if you aren't interested in the jobs they are offering.

- Notify the *Referral* system when you're hired, to keep both you and the *Referral* people from having to do unnecessary extra paperwork and mailing.

- Finally, and most important, don't limit your job-hunting to registering with *Referral*. Use all the leads you can get from any source. The more contacts you make, the better your chances of getting the job you want.

**I**N ADDITION to registration for computer man-job matching, Navy *Referral* assistance includes counseling to assist you in determining your post-service employment objectives, acquaint you with the civilian



job market, assist you with job-seeking techniques, and assist you with resume preparation. In some instances, the counselor will be able to provide you with direct employment referral information.

*Referral* was created this year to fill a major need—overcoming the job-seeking problems faced by the 65 to 70 thousand servicemen who retire every year.

Retirement comes at a time in a man's life (usually the late 30s or 40s) when a man's family obligations are likely to be heavy, when he can't afford a long period of unemployment on just his retainer pay. Often stationed thousands of miles from his planned retirement home, he has few effective ways of knowing about the job market in the area. And he's been out of touch with civilian jobs for 20 or 30 years.

Civilian employers, on the other side, have often stated their preference for the experience, maturity, adaptability, dependability and considerable skills of military retirees.

So the main difficulty in the past has been getting the two in contact with each other.

*Referral* is a giant step in that direction.

### **Now It's Easier for Navy Survivors, Disabled Veterans to Receive New IDs**

The Navy has made the process of issuing ID cards easier for widows and children of deceased Navymen and for totally disabled Navy veterans.

In the past, all applications for identification cards from survivors and disabled veterans had to be sent to the Bureau of Naval Personnel. After BuPers veri-

fied an application, it was returned to the survivor or veteran, who then took it to a card-issuing activity to obtain the ID card.

Now this complicated and time-consuming process has been eliminated. The applicant need only go to a Navy card-issuing activity with proper identification and the card will be made out and issued on the spot. Or the application can be mailed directly to the card-issuing activity if it is not convenient for the applicant to go in person.

For widows or surviving children, the only papers that must be taken (or sent) to the ID card office are a copy of the Report of Casualty (DD Form 1300) and appropriate marriage license or birth certificates.

(If the Navy husband or father died before 1957, there will be no DD Form 1300; in this case, the card-issuing activity will contact BuPers for verification of the application by the quickest means of communication available.)

Honorably discharged Navy veterans who are rated by the VA as 100 per cent disabled need only submit a completed application (DD Form 1172) and a VA letter of certification (FL 23-656). The letter should be no more than three months old at the time of application.

Applications by parents or parents-in-law of deceased Navymen, or by former members retired under 10 USC 1331, will still be certified directly by BuPers.

But for widows, surviving children and totally disabled veterans, the new policy will mean a considerable saving of time and trouble when they need new or replacement ID cards.

## **NEW SECNAV ADVISORY BOARDS REPORT ON BEHALF OF RETIRED, FLEET RESERVISTS**

To look out for your interests after you've retired from active service is the purpose of two advisory committees recently established by the Secretary of the Navy.

Membership on the boards is limited to retired Navy and Marine Corps officers, and to retired Fleet Reserve enlisted Navymen and Marines.

The groups are broadly representative of the retired community as a whole. One committee includes retired officers from warrant to flag grade; the other is made up of Marine Corps enlisteds and Navy chief petty officers in a wide range of ratings. In addition, each committee has at least one Naval Reservist, one disabled retiree and one retired Wave.

Individuals were nominated for membership by the Chief of Naval Operations and the Commandant of the Marine Corps along broad geographical guidelines. They will be invited to Washington, D. C., for twice-yearly meetings, where they will review the effectiveness of current retirement programs and policies. The first sessions were held during the week of 8 June. (The latest revision to SecNavInst 5420.169 series has all the organizational details.)

The committees are considering and will make recommendations concerning pay, benefits, privileges and any other topics which are of broad interest to the retired community.

If you have items concerning retirement benefits or privileges that you want considered by the committees, you can forward your comments or recommendations to the committee chairmen in care of Chief of Naval Personnel (Pers-G224), Washington, D. C. 20370.

It's nice to know someone will be looking out for you, even after you've completed your last tour.

# Meritorious Advancement to P01 & CPO

**S**OME PEOPLE just can't take tests. You may have known one or two outstanding petty officers who couldn't. Maybe a PN2 who ran the Personnel Office smoothly and efficiently, but couldn't pass the test for first. Or a BT1 who knew boilers frontwards and backwards, knew how to get the most out of his men, but always got "quotaed" for chief.

The Navy's enlisted advancement system has long been recognized as fair and equitable by most Navymen. Still, no system is perfect and some have felt that outstanding POs who have trouble taking tests shouldn't be barred from further advancement. Now the Navy is setting up a pilot program to give these career petty officers an even break.

As reported in last month's *ALL HANDS* (Sep 1970, page 33), a special selection board composed of officers and senior enlisted men will be convened next January to review the records of outstanding first and second class petty officers (nominated by their COs) who have failed to advance in rate after numerous attempts.

Here is the report in greater detail:

Those best qualified will be recommended for meritorious advancement to the next higher pay grade effective 1 May 1971.

The quotas established for the program are strict. Fewer than 100 PO1s will be selected for chief; less than 200 PO2s will move up to first class. Only topnotch career petty officers whose records are consistently outstanding will be considered. (In the vast majority of cases, the present system of com-

petitive examinations is recognized as the fairest criterion for advancement of naval personnel.)

**W**HEN YOUR COMMANDING OFFICER considers possible nominations for meritorious advancement, he'll be looking at Navymen who meet the following qualifications. They must:

- Be serving on active duty as first or second class petty officers.
- Meet all eligibility requirements for advancement, as specified in the *Manual of Advancement* (NavPers 15989).
- Have participated in at least five Navywide examinations for advancement to the next higher pay grade without being advanced.
- Have demonstrated exceptional performance in their assigned duties, both professional and technical.

The deadline is 16 Nov 1970 for commanding officers to submit letters of recommendation to the Chief of Naval Personnel (Pers-E3), with a copy to the Naval Examining Center in Great Lakes. Details of the pilot program are contained in BuPers Notice 1430 (18 Aug 70); the names of those selected for meritorious advancement will be announced next March.

The program resulted from a personal request by the new Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr. It's part of a continuing Navywide emphasis upon the problems and needs of you and your shipmates.



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## Uniform Regulations

**T**HE LATEST CHANGE TO *Uniform Regulations* authorizes commands to supply messmen with white trousers and tee shirts. Thus, mess cooks won't have to wear (and sometimes ruin) their own whites on duty much longer.

Purchase of these items is subject to operating fund limitations, so they will probably have to be phased in by many commands. But such issue is required after 1 Jul 1972.

The change is another result of the 1969 Career Motivation Conference's recommendation that "organizational" clothing be provided for Navymen engaged in work which might unduly soil their uniforms. Coveralls have already been authorized for purchase and use in engine rooms and for dirty jobs topside.

Another change authorizes metal breast insignia for wear on the new Navy working uniform.

The new working uniform—seen as an improvement in both durability and style—should become available by next spring. The new work shirt, available with either long or short sleeves, is a pullover design with a roll-type collar. The trousers are cut like officer's trousers, with a zipper, angle-cut front pockets and no bell bottoms.

**O**THER RECENT uniform changes approved by the Chief of Naval Operations are:

- Metal base synthetic substitutes may be worn on the uniform where gold lace and silver are specified for insignia. Such substitutes must be certified by the Navy Clothing and Textile Research Unit to meet standards of quality and appearance.

- Chiefs may now wear reefers—modified peacoats with rating bages removed and gold buttons added—on or off base, with working and service dress blue uniforms.

- The optional bellows pleat in the service dress khaki coat has been eliminated, with a one-year phase-out period.

- A new rating badge (Neptune's trident rising through the waves) has been tentatively selected as the specialty mark for the Ocean Systems Technician (OT) rating.

- The Cross of Gallantry Unit Citation awarded by the Republic of Vietnam has been authorized for wear on the U. S. uniform. It should be worn after the Vietnam Presidential Unit Citation and before the Republic of Vietnam Campaign Medal. The initial award only (ribbon with frame and device indicating level) may be worn.

### **Husband of WAVE Is Eligible for Medicare If Dependent for More Than Half Support**

The civilian husband of an active-duty or retired Wave is now eligible for medical care under the Uniformed Services Health Benefits Program, as long as he is dependent on his wife for more than half of his support.

A recent Judge Advocate General opinion provides

that a husband can be eligible for medical care no matter why he is dependent on his wife. For instance, a husband who is being supported by his Wave spouse while he attends college is eligible.

(Under the old rules, a civilian husband could receive medical care only if he were disabled, or if he were eligible for some other reason—such as being a retired serviceman himself.)

However, if the active-duty or retired Wave dies, her widower is eligible for medical care only if he is physically or mentally incapacitated, and then only as long as he remains unmarried—unless, of course, he is eligible for some other reason.

The new ruling has been published as Change 2 to BuPers Inst. 1750.5D.

### **FROM THE DESK OF MCPON (cont.)**

beyond their TCD by any length of time, provided a relief either has not been assigned or can be diverted by BuPers.

**A**NOTHER THING to look out for when applying for a transfer date is an increase in benefits due to acquiring an increased multiple because of length of service. Check to see if you would become eligible for the additional benefits if you were to extend your length of service several months or postpone your Fleet Reserve date.

Men serving in Vietnam, who request a transfer date at TCD, will be authorized to transfer three weeks beyond their TCD. And if a date after TCD is requested, members may be assigned a date up to 50 days beyond their RVN tour completion date provided they agree to take up to 30 days' leave en route to the separation activity. Also, for personnel serving in overseas shore duty billets, a transfer date of up to three months beyond TCD may be authorized if requested for a valid reason.

Certain critical rates in the Navy are required to complete 20 years' active service (including constructive time) prior to transfer, if they have sufficient obligated service. The following ratings and rates are presently considered critical: E-6: AQ, ET and FTG; E-7: AQ, DS, ET and FTG; E-8: AQ, DS, ET and FT; and for E-9: DS and FT.

It may seem that Fleet Reserve transfers come about only after a series of obstacles have been hurdled and specific conditions have been met by the applicants. But these requirements are necessary in order to maintain a degree of stability within the enlisted distribution system. They are not established to be arbitrary roadblocks. The Chief of Naval Personnel has expressed a desire to give all career Navymen the opportunity to transfer to the Fleet Reserve "when eligible and as requested." You can be assured that everyone here in the Bureau is working toward this end.

*As noted in the Navy News Briefs on page 26, by the end of this month you will receive a statement of earnings which itemizes your pay, allowances and deductions, and accounts for your net pay as of the date the statement is prepared. For additional information on pay and allowances, read on, and check the pay table on page 51.*

**Q**UESTIONS ABOUT PAY and allowances each month make a hefty bundle of mail distributed to cognizant sources in the Bureau of Naval Personnel. Most such questions are concerned with individual entitlement to some of the more complicated aspects of the pay and allowances structure, such as proficiency pay, "saved pay," or variable reenlistment bonus. Others ask questions which sound offbeat but could conceivably apply to any Navyman. Here are some recent examples of both types.

**T**HESE ARE SOME of the hundreds of questions asked but yours may not be among them. If not, we'll try to cover them in the future. Each question is given a prompt, personal answer by the cognizant BuPers office, and those considered of general interest are published in **ALL HANDS**.

Here are the queries and replies for part II in the series. For part I, see **ALL HANDS**, August 1970.

**Q:** Which pay and allowances are protected under the "saved pay" provisions when an enlisted man is promoted to warrant officer?

**A:** Saved pay is the means used to protect a warrant officer's income so that he will not suffer a reduction in pay upon promotion from enlisted status. As described in BuPers Inst. 1120.18 series, saved pay is invoked if the pay of the new grade would otherwise be less than that received by the man in his enlisted grade.

Basic pay, commuted rations and basic allowance for quarters always are protected by saved pay. Other special pay received in the previous grade, such as hazardous duty pay or flight pay, usually is not protected by saved pay unless the individual continues to perform the duty or serve under the conditions which previously made him eligible for the special pay.

Proficiency pay is not protected by saved pay, because warrant officers are not included in the manpower authorization for pro pay billets.

**Q:** How often is the list of ratings/NECs eligible for variable reenlistment bonus changed?

**A:** The VRB list is changed at least annually, and changes usually are announced three months in ad-

vance to give potential recipients adequate notice and to minimize administrative confusion.

**Q:** How can I find out if my rating was eligible for VRB when I reenlisted?

**A:** An enclosure to the VRB directive (BuPers Inst. 1133.18 series) contains a history of VRB eligible ratings/NECs and respective multiple assignments.

**Q:** Is VRB authorized for a NESEP applicant who reenlists to meet NESEP obligated service requirements?

**A:** No. VRB is an incentive for reenlistment to serve in a critical skill. A NESEP officer candidate, although he retains his enlisted rating and is eligible for advancement while in college, does not actually serve in the rating. Therefore, he would not be eligible for VRB when reenlisting or extending to qualify for NESEP.

**Q:** I received proficiency pay for almost two years. I then was transferred to a command with no allow-





# Subject of Pay

*ance for my NEC specialty, and my pro pay was terminated. Now I've been transferred again, this time to a command which does have my NEC specialty. However, my NEC has been designated for termination of pro pay. Am I eligible for a new award?*

**A:** Sorry. As specified in BuPers Inst. 1430.12 series, no new pro pay awards may be made to a specialty after it has been designated for termination.

**Q:** *When must an advance in pay be paid back?*

**A:** Normally, an advance must be liquidated in six months, starting on the first of the month following the month in which the advance was made.

**Q:** *If I were to make a claim for pay in a complicated or borderline matter and the disbursing officer is not able to determine from available information whether it should be paid, what does he do?*

**A:** Depending on the circumstances, he either submits a request to the Director, Navy Military Pay System, for information and assistance in disposing of the claim, or he sends the claim to the General Accounting Office, via the Navy Finance Center. If the claim involves travel payment, it should go to the Navy Regional Finance Center, Washington, D. C.

**Q:** *Is there a deadline for submitting a claim?*

**A:** No; however, after 10 years it must be submitted to General Accounting Office and whether or not it can be settled depends on the circumstances in the case.

**Q:** *Suppose I wanted to let all my money ride on the books for a couple of years. Could I do this?*

**A:** No. The books are cleared on 30 June and 31 December, and everyone is paid in full. You are not, however, required to draw your pay at any time other than at the end of these two pay periods.

**Q:** *If I have been overpaid a rather large amount on one pay day, must I pay it all back the following day?*

**A:** Not necessarily. Regulations provide that if you feel checkage in a lump sum would cause undue hardship, and if the checkage exceeds two-thirds of your monthly basic pay, incentive pay and special pay, you may submit a written request to your CO via the disbursing officer, indicating your financial condition and the monthly maximum installments you think you can afford.

**Q:** *Can I get paid while on leave?*

**A:** Yes, provided you have arranged with the disbursing office to have your check mailed to you at

your leave address. Or, if you have your pay record with you while on leave from overseas or en route between stations, you can get paid by presenting your pay record, original orders and ID card to a Navy or Marine Corps disbursing officer, or if neither is available within a reasonable distance, to an Army or Air Force finance officer.

**Q:** *Do special pay and special money mean the same thing?*

**A:** No. Special money refers to money drawn at a time other than a regular payday. You usually apply for it with a special request clut. Special pay is added compensation you receive each month under set circumstances. Sea duty pay and special pay for duty in specified overseas areas, hostile fire pay, diving pay and proficiency pay are all forms of special pay. The added compensation paid to physicians and dentists also falls into the special pay category. Reenlistment bonus (regular and variable), although not paid monthly on a continuing basis, is another type of special pay.

**Q:** *On my pay record and annual withholding statement (W-2 Form), I see the letters FICA and the words FICA tax and FICA wages. What does FICA mean?*

**A:** Federal Insurance Contributions Act. FICA wages—which are taxed for Social Security—mean basic pay.

**Q:** *When a ship is at its home port, may a crewmember who resides ashore with his dependents receive commuted rations for meals eaten at home and not in the ship's mess?*

**A:** No. Except for commanding officers of non-self-propelled ships, COs afloat are not authorized to approve commuted rations for enlisted men.

**Q:** *May a Navyman use the allotment method to pay his dependents' insurance premiums?*

**A:** A serviceman is prohibited from having an allotment for insurance on the lives of his wife and children except under a family group plan which primarily provides insurance on the life of the serviceman and, as a subordinate feature, includes insurance for the dependents.

**Q:** *Am I permitted more than one savings bond allotment?*

**A:** Yes. Servicemen are allowed to have two savings bond allotments. But you may have only one savings allotment ("S" allotment) to a bank or credit union.

# MORE

## On The Subject of Pay

Greater flexibility in reenlistment options for career Navymen, and a more equitable return to the Navy for a Variable Reenlistment Bonus (VRB), were two of the goals in recent changes of career and pay interest.

To review BuPers Notice 1133 (31 Jul 1970):

- The policy which requires that you reenlist for a period which is at least one year beyond that for which already obligated has prevented many careerists from using the full range of available reenlistment options. Now, however, if you are not eligible for a VRB, you may reenlist "... for a term which equals or exceeds the period of service for which already obligated."

- The Variable Reenlistment Bonus is designed to attract and retain personnel who serve in critically undermanned skill areas. Therefore, the effectiveness of this incentive can be measured, to a great extent, on the basis of the additional naval service it produces. This means that additional obligated service is a requirement for a reenlistment which involves payment of VRB. If you are eligible for VRB, you are required to reenlist for a term which will exceed by at least two years the period of service for which you are already obligated. If you reenlist three months or less before the normal expiration of your enlistment (or enlistment as extended), you are considered as having completed your initial contract.

For example, a Navyman's enlistment expires 30 Oct 1970 and he also has a two-year agreement to extend his enlistment. If he is not VRB-eligible, he can reenlist for two years or effect the extension on 31 Oct 1970. If he is VRB-eligible, he must reenlist for four years.

## New Course: How to Run a Chow Hall

A new food service management orientation course, designed for supply officers assigned to major enlisted messes ashore, has been announced by the Navy Subsistence Office.

The course is aimed at improving food service for Navymen by giving the food service officers a broad introduction to established and recently instituted procedures in mess management. In addition, each officer taking the course will study the special problems and characteristics of the individual mess to which he is being assigned.

The special training is needed because of the extensive food service at large establishments and because of recent innovations in equipment, food technology and accounting. Some officers being assigned to food service billets have not had such duty before; others have not managed food service for some years and may need to brush up their knowledge.

Officers receiving assignments to food service billets where 900 or more enlisted men are fed will be detailed to attend the course in Washington on their way to the new assignment, if their transfer coincides with a class convening date. Those assigned to large messes whose rotation does not coincide with a class, and officers assigned to messes feeding fewer than 900 men, may apply to attend the course on a TAD space-available basis.

Officers who would like to attend TAD may apply directly to: Commanding Officer, Navy Subsistence Office, Washington, D. C. 20390. The course will be held at NSO, Building 166, Washington Navy Yard.

The five-day course is designated "Management-Food Service A-8E-0011" in the latest revision of the *Formal Schools Catalog* (NavPers 91769G). The first class was held last summer. Others are scheduled to begin 22 Feb 1971 and 10 May 1971.

## JUMPS --- Paychecks by the Computer

SIR: Although the Navy disbursing system is usually reliable, nearly everyone I know has had problems at one time or another with pay. You simply can't depend on getting the same amount every payday.

Is anything being done to improve the system? It seems to me that Navy pay is a good place to start building toward greater retention and a career force. —ETC V. E. T., USN..

- We agree that cutting errors to a minimum, particularly in a personal field like pay, is bound to contribute to good morale and increased retention. And, yes, something is being done—it's called the Joint Uniform Military Pay System (JUMPS).

JUMPS is a fully mechanized system presently under development which will work like this:

- Your pay record will be maintained by computer at a central site, the Navy Finance Center in Cleveland, Ohio.

- You will continue to be paid by a local disbursing office which will receive read-outs from that computer.

- The local disbursing office can override the computer if it finds an error in the read-outs.

- Pay will be computed for two paydays in advance, so you can draw advance pay when you're being transferred.

- Accrued leave will also be computed monthly.

We think DKs do a good job now with the present manual system of hard copies, but it has always been difficult to develop experienced staffs, given the high personnel turnover in local offices and the complex nature of laws, regulations and procedures involved. Reducing human error should result in more timely changes to pay records and more accurate payment of accounts.

The new computerized system will also mean that Navymen will know exactly what they're receiving in the way of pay and allowances. In fact, once JUMPS is fully operational, you'll get a full breakdown of your paycheck every month, plus a statement of your accrued leave balance.—ED.



## Table of Active Duty Service Pay and Allowances

RANK OR PAY GRADE		NEW TABLE OF ACTIVE DUTY SERVICE PAY, JANUARY 1970 MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)													
		Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.
O-10*	Admiral	\$1956 90	\$2025 90	\$2025 90	\$2025 90	\$2025 90	\$2103 30	\$2103 30	\$2264 70	\$2264 70	\$2426 70	\$2426 70	\$2588 70	\$2586 70	\$2750 40
O-9	Vice Admiral	1734 30	1779 90	1816 00	1816 00	1816 00	1863 90	1863 90	1941 30	1941 30	2103 30	2103 30	2264 70	2264 70	2426 70
O-8	Rear Admiral (Upper Half)	1570 60	1617 90	1656 60	1656 60	1656 60	1779 90	1779 90	1863 90	1863 90	1941 30	2025 90	2103 30	2186 20	2386 20
O-7	Rear Admiral (Lower Half)	1305 00	1394 10	1394 10	1456 60	1456 20	1540 60	1540 60	1617 90	1617 90	1902 30	1902 30	1902 30	1902 30	1902 30
O-6	Captain	967 20	1063 20	1132 50	1132 50	1132 50	1132 50	1132 50	1170 90	1170 90	1356 00	1425 30	1456 20	1540 80	1671 30
O-5	Commander	773 40	909 00	971 10	971 10	971 10	971 10	1001 10	1054 50	1125 00	1209 30	1276 60	1317 00	1363 50	1363 50
O-4	Lieutenant Commander	652 50	793 60	847 50	847 50	862 50	901 20	962 40	1016 70	1063 20	1109 40	1140 30	1140 30	1140 30	1140 30
O-3	Lieutenant	606 30	677 70	723 90	801 60	839 70	870 00	916 60	962 40	965 80	965 80	985 60	985 60	985 60	985 60
O-2	Lieutenant (Junior Grade)	486 00	577 20	693 30	716 40	731 40	731 40	731 40	731 40	731 40	731 40	731 40	731 40	731 40	731 40
O-1	Ensign	417 60	462 60	577 20	577 20	577 20	577 20	577 20	577 20	577 20	577 20	577 20	577 20	577 20	577 20
O-3	'LT, over 3 yrs. enl. ser.)	-----	-----	-----	601 60	639 70	670 00	916 60	962 40	1001 10	1001 10	1001 10	1001 10	1001 10	1001 10
O-2	'LTJG, over 2 yrs. enl. ser.)	-----	-----	-----	716 40	731 40	754 50	793 60	824 70	847 50	847 50	847 50	847 50	847 50	847 50
O-1	'ENS, over 1 yr. enl. ser.)	-----	-----	-----	577 20	816 50	639 60	662 40	685 50	716 40	716 40	716 40	716 40	716 40	716 40
W-4	Chief Warrant Officer	\$617 40	\$662 40	\$662 40	\$677 70	\$708 30	\$739 50	\$770 10	\$824 70	\$862 50	\$693 40	\$916 80	\$947 40	\$976 60	\$1054 50
W-3	Chief Warrant Officer	581 30	609 00	609 00	616 50	624 00	669 60	706 30	731 40	754 50	771 30	801 80	832 20	862 50	893 40
W-2	Chief Warrant Officer	491 70	531 60	531 60	547 20	572 00	609 00	632 10	654 90	677 70	710 10	723 90	747 00	777 30	777 30
W-1	Warrant Officer	409 50	469 80	469 80	508 80	531 60	554 70	577 20	800 90	824 00	847 10	869 60	893 30	893 30	893 30
E-9**	Master Chief Petty Officer	-----	-----	-----	-----	-----	\$701 40	\$717 60	\$734 10	\$750 30	\$767 10	\$767 10	\$823 50	\$823 50	\$8903 60
E-8	Senior Chief Petty Officer	-----	-----	-----	-----	-----	\$586 60	605 10	621 00	637 50	653 70	669 30	665 60	726 30	607 00
E-7	Chief Petty Officer	\$369 90	\$443 40	\$459 90	\$476 10	\$492 30	\$507 90	\$524 10	\$540 90	\$564 90	\$580 80	\$597 00	\$605 10	\$645 60	\$726 30
E-6	Petty Officer First Class	316 90	367 30	305 20	419 10	433 90	451 80	468 30	492 30	507 90	524 10	532 50	532 50	532 50	532 50
E-5	Petty Officer Second Class	275 40	339 30	303 20	417 10	395 40	411 60	427 60	443 40	451 80	451 80	451 80	451 80	451 80	451 80
E-4	Petty Officer Third Class	231 60	290 10	300 60	347 10	347 10	347 10	347 10	347 10	347 10	347 10	347 10	347 10	347 10	347 10
E-3	Seaman, Etc.	167 70	233 70	249 90	266 40	266 40	266 40	266 40	266 40	266 40	266 40	266 40	266 40	266 40	266 40
E-2	Seaman Apprentice, Etc.	138 30	193 50	193 50	193 50	193 50	193 50	193 50	193 50	193 50	193 50	193 50	193 50	193 50	193 50
E-1	Recruit	133 20	177 00	177 00	177 00	177 00	177 00	177 00	177 00	177 00	177 00	177 00	177 00	177 00	177 00
E-1	Recruit (Less than 4 months)	124 50													

RANK OR PAY GRADE		HAZAROOUS DUTY PAY (Aviation Pay for Crew Members and Submarine Duty Pay) (Note that increases end with more then 18 years of service)													
		Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.
O-10 Admiral	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00
O-9 Vice Admiral	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00
O-8 Rear Admiral (Upper Half)	150 00	155 00	160 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00	165 00
O-7 Rear Admiral (Lower Half)	150 00	150 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00	160 00
O-6 Captain	200 00	200 00	215 00	215 00	215 00	215 00	215 00	215 00	215 00	215 00	220 00	245 00	245 00	245 00	245 00
O-5 Commander	190 00	190 00	205 00	205 00	205 00	205 00	205 00	210 00	210 00	225 00	230 00	245 00	245 00	245 00	245 00
O-4 Lieutenant Commander	170 00	170 00	185 00	185 00	185 00	195 00	210 00	215 00	215 00	225 00	230 00	240 00	240 00	240 00	240 00
O-3 Lieutenant	145 00	145 00	155 00	165 00	180 00	185 00	190 00	200 00	200 00	205 00	205 00	205 00	205 00	205 00	205 00
O-2 Lieutenant junior grade	115 00	125 00	150 00	150 00	160 00	165 00	170 00	180 00	180 00	185 00	185 00	185 00	185 00	185 00	185 00
O-1 Ensign	100 00	105 00	135 00	135 00	140 00	145 00	155 00	160 00	170 00	170 00	170 00	170 00	170 00	170 00	170 00
W-4 Chief Warrant Officer	\$115 00	\$115 00	\$115 00	\$115 00	\$120 00	\$125 00	\$135 00	\$145 00	\$155 00	\$160 00	\$165 00	\$165 00	\$165 00	\$165 00	\$165 00
W-3 Chief Warrant Officer	110 00	115 00	115 00	115 00	120 00	120 00	125 00	135 00	135 00	140 00	140 00	140 00	140 00	140 00	140 00
W-2 Chief Warrant Officer	105 00	110 00	110 00	110 00	115 00	115 00	120 00	125 00	130 00	135 00	135 00	135 00	135 00	135 00	135 00
W-1 Warrant Officer	100 00	105 00	105 00	105 00	110 00	120 00	125 00	130 00	130 00	130 00	130 00	130 00	130 00	130 00	130 00
E-9 Master Chief Petty Officer	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00	\$105 00
E-8 Senior Chief Petty Officer	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00
E-7 Chief Petty Officer	80 00	85 00	85 00	85 00	90 00	95 00	100 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00	105 00
E-6 Petty Officer, 1st Class	70 00	75 00	75 00	75 00	80 00	85 00	90 00	95 00	95 00	95 00	100 00	100 00	100 00	100 00	100 00
E-5 Petty Officer, 2nd Class	60 00	70 00	70 00	80 00	80 00	85 00	90 00	95 00	95 00	95 00	95 00	95 00	95 00	95 00	95 00
E-4 Petty Officer, 3rd Class	55 00	65 00	65 00	70 00	75 00	80 00	80 00	80 00	80 00	80 00	80 00	80 00	80 00	80 00	80 00
E-3 SN, etc	55 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00
E-2 SA, etc	50 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00	60 00
E-1 Recruit	50 00	55 00													
Aviation Cadets	50 00														

RANK OR PAY GRADE	OTHER SPECIAL AND HAZARDOUS DUTY PAY (Per month)		SUBSISTENCE ALLOWANCE (with or without dependents)	BASIC QUARTERS ALLOWANCE		
	See Pay and Certain Overseas Service Pay	Other Hazardous Duty Pay		Grade	No dependents	With dependents
O-10 O-9 O-8 O-7 O-6 O-5 O-4 O-3 O-2 O-1	Not Eligible	\$110.00	\$47.88	O-10	\$160.20	\$201.00
				O-9	160.20	201.00
				O-8	160.20	201.00
				O-7	160.20	201.00
				O-6	140.10	170.10
				O-5	130.20	157.50
				O-4	120.00	145.05
				O-3	105.00	130.05
				O-2	95.10	120.00
				O-1	85.20	110.10
W-4 W-3 W-2 W-1	Not Eligible	\$110.00	\$47.88	W-4	\$120.00	\$145.05
				W-3	105.00	130.05
				W-2	95.10	120.00
				W-1	85.20	110.10
E-9 E-8 E-7 E-6 E-5 E-4 E-3 E-2 E-1	\$22.50 22.50 22.50 20.00 16.00 13.00 9.00 8.00 8.00	\$55.00	Daily rate of \$2.57 when ratons in kind are not available. When permission is granted to mess off base, you draw Comrats at the rate of \$1.32 a day. Leave, hospital and field ratons are likewise paid at the rate of \$1.32 a day.	E-9	\$85.20	\$120.00
				E-8	85.20	120.00
				E-7	75.00	114.90
				E-6	70.20	110.10
				E-5	70.20	105.00
				E-4	70.20	105.00
				E-3	60.00	See explanation in table at right
				E-2	60.00	
				E-1	60.00	

<sup>1</sup> More than four years' service.  
<sup>11</sup> Four years' service or less.

IN FIGURING your gross Navy Income, be sure to include all the types of pay and allowances to which you are entitled. Here are other special types of pay:

P.1, P.2, P.3 PAY—Enlisted personnel in certain ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist, may be awarded proficiency pay as a career incentive. Those in designated critical skills who are otherwise eligible and recommended may draw varying monthly awards of P.1, \$50; P.2, \$75; or P.3, \$100. Superior Performance Pay, SP \$30, may be awarded under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians. All pro pay categories are subject to annual revision.

FAMILY SEPARATION ALLOWANCE—\$30 monthly for eligible officers and enlisted men (grade E-4 with more than four years' service).

DIVING PAY—Designated officers and enlisted men employed as divers may receive special diving pay. Amounts are \$110 per month for officers, and from \$55 to \$100 monthly for enlisted men, depending on diver classification.

HOSTILE FIRE PAY—Officers and enlisted men exposed to death or injury during peace time may be awarded Hostile Fire Pay at the rate of \$65 per month.

PHYSICIANS' AND DENTISTS' PAY—Medical officers are entitled to special pay while serving on active duty. Payments range from \$100 to \$350 monthly, based on the number of years on active duty.

QUARTERS ALLOWANCES AND ALLOTMENT REQUIREMENTS FOR MEN IN GRADE E-4 (less than 4 years' service) AND BELOW

The columns below apply only to enlisted personnel in pay grade E-4 (less than 4 years' service) and below, who have dependents. Amounts of BAQ vary according to pay grade and number of legal dependents. A minimum contribution from basic pay (\$40.00 monthly) is required for BAQ entitlement. A sum equal to the quarters allowance (column A) is combined with the contribution from basic pay (column B). The total of A and B is equivalent to the minimum monthly allotment to dependents.

PAY GRADE	A			B	A+B=J			
	BASIC ALLOWANCE FOR QUARTERS				CONTRIBUTION FROM BASIC PAY	MINIMUM MONTHLY ALLOTMENT TO DEPENDENT(S)		
	1 depend.	2 depend.	3 depend.			1 depend.	2 depend.	3 depend.
E-4	\$90.60	\$90.60	\$105.00	\$40.00	\$130.60	\$130.60	\$145.00	
E-3	60.00	60.00	105.00	40.00	100.00	100.00	145.00	
E-2	60.00	90.60	105.00	40.00	100.00	130.60	145.00	
E-1	60.00	90.60	105.00	40.00	100.00	130.60	145.00	

\* While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is \$3000.00 regardless of cumulative years of service.

# SILVER EAGLES AWARD

**W**HEN THE SILVER EAGLES, all former enlisted pilots, decided to present an award to the outstanding flight student of the year, there was one stipulation — the winner also had to be a former whitehat.

Selection of the first naval officer to receive the award was no problem. Since his enlistment in the Navy as a seaman apprentice in August 1961, Lieutenant (jg) Allan R. Walker has attended three Navy technical schools, four years of college and, this year, earned a master's degree in aeronautical systems (graduating first in his class), plus his Navy Wings.



LTJG Allan R. Walker receives the first annual Outstanding Flight Student of the Year Award from the National President of the Silver Eagles, CAPT. W. G. Culley, USN (Ret).

The national president of the Silver Eagles, Captain W. G. Culley, USN (Ret), presented the award to LTJG Walker at the organization's annual dinner in Pensacola last summer.

It was a memorable moment in the life of a young naval officer, who only a few years before was a college dropout.

"My father had started out in his youth as a truck driver, and he was a fanatic about his three sons' getting an education," LTJG Walker explained.

But 1960 was a bad year for the native of Harvey, Ill.

"I went to Iowa State and I just wasn't ready for college," he said. "I didn't have any money, and I was studying aeronautical engineering and didn't like that, either."

**T**HE ONE THING he did like at Iowa State was the Naval Reserve Officers Training Corps. Military training was compulsory at the college, but he found the military courses were the only ones that interested

him and he liked the military way of life. So it was a Navy recruiter he contacted when he decided to get his military service behind him.

The Navy recruiter impressed Walker. He wasn't pushy. He just talked about the different programs that were available. They explored them all and together they found a couple. It was nuclear power school and submarine duty.

The word "enjoy" keeps popping up when the outstanding flight student talks about his naval career.

"I haven't done a thing in the Navy that I haven't enjoyed," he said. "I even enjoyed boot camp. I was selected as recruit chief petty officer for my company and liked the demands of leadership."

Walker also completed ET "A" School at Great Lakes and submarine school at New London, Conn., before being assigned to *uss Pomodon* (SS 468), a diesel-electric submarine.

He continued to study while he moved through an intensive seven-month program of qualifications to wear the submarine dolphins.

While on the submarine, the then petty officer and two of his friends began looking into the various reenlistment programs. They applied for both nuclear power school and the Navy Enlisted Scientific Education Program (NESEP), a four-year college program.

**W**ALKER WAS ALREADY at the Nuclear Power School at Mare Island, Calif., when he took the examination and was accepted for the college program. Before the fall term, NESEP students go through a preparatory school at San Diego, so Walker would remain there for the summer months, which was fine for at least two reasons: Walker met his wife-to-be, and found that the courses at the prep school do indeed accomplish the purpose intended.

The officer candidate was selected for the University of Louisville in Kentucky. Although he had planned to major in math, he switched to physics after the first year, and feels it was definitely the better course for him. After graduation in January 1968, he wasn't sure whether to go into nuclear submarines or aviation. It was a hard choice.

But in looking around to see what he wanted to do, he finally decided that flying was a natural. (While in NROTC, at Iowa State, Walker was introduced to the *Phantom* aircraft and wanted very much to fly one.)

"I can't imagine anyone's not wanting to fly," he said. "I hadn't thought about it since my early college years, because I really liked submarines."

For 18 weeks at Officer Candidate School at Newport, R. I., Walker learned a lot more about the service to which he was now committed. On 5 Jun 1968, he received his commission. The day stands out as a high point in his life. His wife and two sons, and his parents, were proud observers.



"When I got my commission, I felt I was a success in life," he explained. "It's a feeling I have had several times since, but never as concentrated as on that day."

**A**FTER REPORTING TO FLIGHT training at Pensacola, he heard about a new master's degree program. The students study to earn their degree in aeronautical systems at the same time they are learning to fly. They attend classes a half-day at the University of West Florida in Pensacola and learn to fly during the other half. He couldn't see passing up the opportunity and was selected as one of the first group of students to enter the four-quarter program.

The master's degree isn't in the nature of a gift. "We took 15 hours the first two quarters and 16 hours the third quarter," he said.

The students completed the fourth quarter at Corpus Christi, Tex., while they were taking advanced flight training. The University of West Florida maintains a library, classroom and offices on the base.

Walker is extremely proud of the accomplishments of that first class. One class project was to make a preliminary design of a space rescue system (it will be presented to space officials later this year).

LTJG Walker was project manager of the group thesis. He graduated first in his class. In what he terms a "pretty good day," he received his wings as a propeller pilot and his master's degree.

After training with a replacement air group, he will be assigned to RVAW 111, detachment 20, and will be deploying aboard *uss Ticonderoga* (CVA 14).

From submarines to carriers, from Navy schools to NESEP college, LTJG Walker has had a combination of duty and education that most people cannot attain in a lifetime.

—O. Hearon



• **SO THESE ARE CAREER BENEFITS?**—Electrician's Mate 2nd Class (SS) Greg H. Metzger, crewmember of *USS Henry Clay* (SSBN 625), receives his "Silver Dolphins" in style after completing submarine qualification. Helping him pin on his new insignia are, left to right, Miss White Hat (Ginger Avery), Miss Long Beach (Randy Blesener) and Miss City of Torrance (Terry Ferguson). The impressive (to Greg, at least) ceremony took place aboard *Henry Clay* while the sub was visiting Long Beach Naval Base.

## Selective Continuation Cutback Affects Officers Due for Mandatory Separation

Most officers who are due for mandatory separation this fiscal year can expect just that.

The selective continuation program, which in the past has given many of these officers the chance to remain on active duty, has been made particularly austere for FY 72 because of the current and expected strength reductions.

Only a very few officers due for mandatory separation will be allowed to extend their active duty. These will be chosen only to fill critical service requirements that cannot be filled by other active-duty officers.

Therefore, most officers in the following categories can expect to be released from active duty on schedule—in most cases, on 30 Jun 1971:

- Reserve captains, commanders and lieutenant commanders who are subject to release or retirement in FY 71 under BuPers Inst. 1926.2B.

- Temporary officers (except LDO Ts) who are subject to reversion or retirement in FY 71 under BuPersMan Article 3830200.

- Regular lieutenants who are subject to statutory discharge in FY 71 under 10 USC 6382, and who are within two years of attaining eligibility for retirement.

- Recalled retired officers (captain and below) scheduled for release in FY 71.

Continuation boards will meet in BuPers in January to consider these officers for voluntary continuation to 30 Jun 1972. No requests for continuation are desired.

Officers will be individually notified of the decisions on their cases by 1 Mar 1971.

## How Mobile Is Your Trailer Home? Not Very, If It's More Than 12 Feet Wide

Do you own a mobile home, or are you thinking about buying one? You'd be well advised to find out how wide it is—or it might not be very mobile.

The Naval Supply Systems Command reports that the states of Virginia, North and South Carolina and Georgia have recently stopped granting exemptions from their laws restricting the movement of trailers which are wider than 12 feet.

Hauling companies are now measuring mobile homes before accepting them for movement in or through any of these states. Trailers more than 12 feet wide are being rejected.

When you receive orders which would require you to go through these states, check with your local Personal Property Transportation Officer to explore the alternatives open if your trailer exceeds the limit.

Whatever size your wheeled home is, you can save yourself a great deal of grief by contacting the state highway commissions of all the states you plan to go through when you're traveling to your new station.

## How Important Is That Vote of Yours?

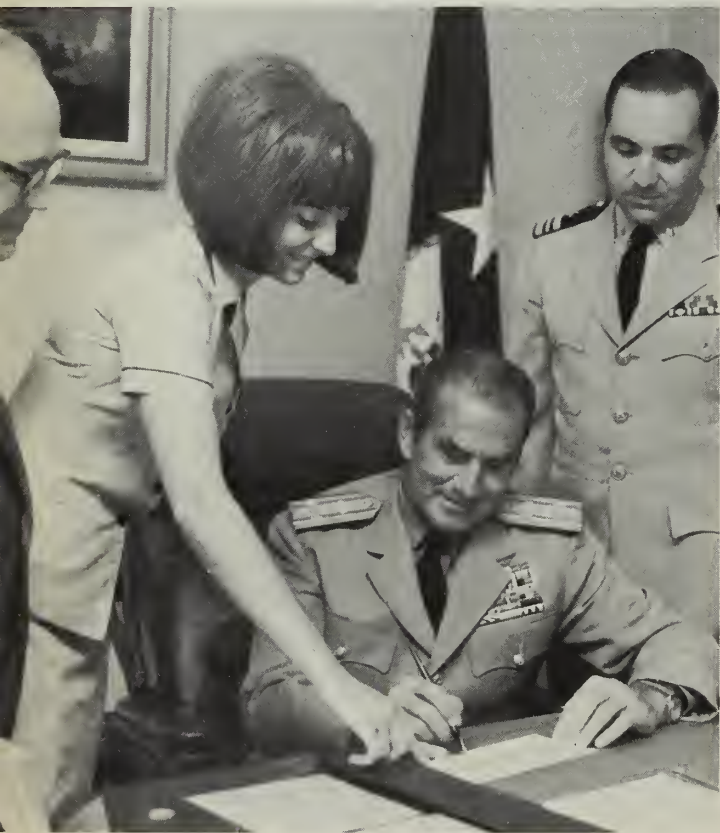
SOME YEARS AGO a schoolteacher in Oregon saw that no candidates were listed for a precinct committee-man's job. She wrote in her own name, cast her ballot and, two days later, was informed that she had won the election.

You probably won't get the chance to vote yourself into Congress, but this November the entire House of Representatives and one-third of the Senate are up for reelection, along with thousands of state and local officials. Have you ever stopped to think how much these people affect you personally? It's definitely worth your while to inform yourself about issues and candidates, register and vote.

Lots of people think absentee voting is too difficult. Actually, in many cases, it requires no more than mailing in a post-card. The Federal Post Card Application (FPCA), available from your voting officer, suffices in many states for both registration and application for an absentee ballot.

Procedures vary from state to state, so you'll have to take a few minutes to check with your voting offi-

SN Patricia Sargent provides absentee voting information to CNO Admiral Zumwalt. Looking on are Mr. Ed Gray, the Navy's voting coordinator and LCDR Charles Battaglia of the Federal Voting Assistance Task Force.



cer. He'll have a copy of *Voting Information 1970* (NavPers 15868H) which will tell you exactly where and when you can obtain a ballot from your state of legal residence. Here are a few tips on applying:

- An FPCA may never be used for more than one person. Your wife, for instance, must make a separate application.

- All required information must be legible and complete.

- Your legal voting residence must be a place where you actually lived—not just a home of record.

- Many states require that the FPCA be certified. The signature of any commissioned officer is usually sufficient for certification.

- Before addressing the application, check the state's mailing instructions to be sure you're sending it to the right place.

- The application should be mailed as early as the state permits. No postage is required.

**W**HERE ARE YOU ELIGIBLE TO VOTE? The state, county and city where you lived before you came on active duty is probably your legal residence for voting purposes, unless you have since taken steps to change it.

You and your dependents do have the right to adopt your duty state as a legal residence. In general, you can establish legal residence in any state where you're living simply by showing evidence of intent to reside there. Such things as registering your car and applying for a state driver's license, opening a bank account, buying real estate and paying state taxes are evidence of such intent. However, it's probably too late to change your legal residence for the elections in November this year.

Legal residence in a state can benefit you in many ways. Lower rates at state colleges and universities, state bonuses for veterans and the right to vote for state and local candidates are only a few of the advantages.

Incidentally, one reason for reluctance to vote is the fear that declaring legal residence will subject one to state income taxes. But the fact is, everyone is a legal resident of some state or other. Legal advisers say that, even if you managed to avoid paying state taxes during your lifetime, after your death your estate would very likely be burdened with those back taxes, plus accrued interest and penalties. It wouldn't be a pleasant surprise for your children.

So there's really no reason why you shouldn't vote and many reasons why you should. You may not realize how important your vote can be.

- Did you know that one electoral vote put President Rutherford B. Hayes in the White House?

- Did you know that the margin of one vote saved Selective Service just 12 weeks before Pearl Harbor?

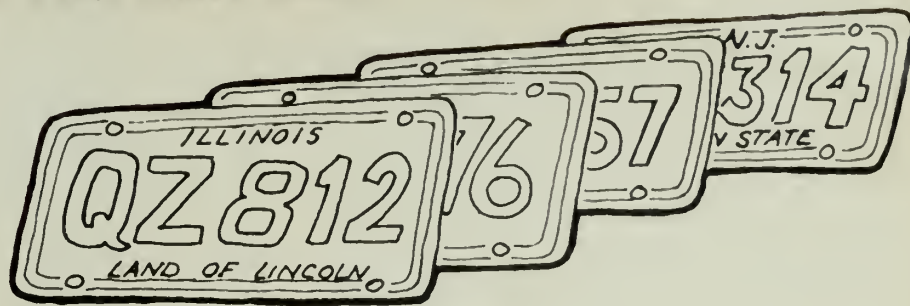
- In a recent election in Virginia, a candidate was elected to the Board of Supervisors by a margin of one vote.

And don't forget the Oregon schoolteacher who voted herself into office.



# Information You Can Use:

## Autos and Drivers' Licenses



**A**N AUTOMOBILE may be one of the handiest things money can buy; if you know the ropes, you might even pick one up at a savings. But when you're moving overseas or transferred back to the U. S. — or simply to a new duty station in the states — your 1970 fastback may give you a slow burn and a lot of unanswered questions. Do you have to pay duty? Is your registration any good? What about your wife's driver's license?

First of all, a seven per cent excise tax on your foreign automobile (whether new or used) may be levied by the U. S. government when the car you purchase overseas arrives in this country. The tax is imposed in the following situations:

- Before you leave the States, you order a foreign car to be delivered to you at your overseas destination. You forward payment to the manufacturer and make arrangements to ship the car back home with you when you return to the U. S.
- You are stationed overseas, but have received orders for transfer stateside. You purchase a foreign car and have it shipped to the States for your personal use.
- You buy a foreign car in a neighboring country and drive it into the United States.

About the only time you're exempt from this tax is when the importation of your car into the U. S. is "incidental" to your use of it overseas. For instance, if you purchase a car upon arrival at your overseas duty station, drive it while you're there, and have it shipped home with your household goods at the end of your tour, you shouldn't have to pay the seven per cent.

If you are liable for payment of this tax, you must file a quarterly federal excise tax return with the Internal Revenue Service. Your transportation office will help you with the details.

**N**O MATTER WHAT the circumstances are, if you purchase an automobile overseas and have it shipped home, an immediate problem will be registration and licensing.

Many states temporarily recognize registration plates and drivers' licenses issued overseas, either by the U. S. armed forces or by the host country. The grace period before you must obtain new plates and a valid license varies widely from state to state.

The accompanying chart is based on information provided by most of the states last spring to the Inter-Service Study Group on police traffic supervision and private motor vehicle administration. It should tell you if, and for how long, registration plates and drivers' licenses issued overseas are valid in your new duty state or your home state.

There are two other possible problem areas. First, you must have proof of ownership to register an automobile purchased overseas. Most states accept Department of Defense documents (DD Form 430 or AE Form 89) as such proof, but several do not. In Hawaii, Maryland, South Carolina, Utah, Virginia and certain other states, you may need a notarized bill of sale or certificate of origin.

Secondly, all cars manufactured on or after 1 Jan 1968 must meet strict safety standards before they can be driven in the United States. The National Traffic and Motor Vehicle Safety Act of 1966 established criteria for brake systems, windshield wipers and defrosters, steering controls and other essential components.

A foreign-built car must bear the manufacturer's label certifying compliance with the safety laws. If it's been altered to conform, you'll need certification of this by the manufacturer or contractor. Otherwise, you may have to modify your car at your own expense before it will be allowed into the U. S.

If you plan to ship a foreign car home, the Bureau of Customs pamphlet, entitled "Automobiles Imported into the United States," may save you some time and money. You can get a copy from the Office of Information and Publications, Bureau of Customs, Washington, D. C. 20226.

**I**F YOU'RE JUST BEING TRANSFERRED between states and want to take your car along, the problems you may face aren't nearly as serious. That's largely because of the Soldier's and Sailor's Civil Relief Act.

That law says that as long as you have current auto registration and plates from your home state, you may not be compelled to acquire them in your duty state. In other words, your current out-of-state plates are good there. Also, you have the choice whether to register and license your car in your home state or your duty state. Generally, you may not register it in some third state other than your home or duty state.

Speaking of the Soldier's and Sailor's Act, the U. S. Supreme Court in the last few years has handed down two important decisions that concern automobiles. In 1966 they ruled that when a nonresident serviceman chooses to register his car in his duty state, that state cannot make him pay annual "titling fees" based on a percentage of the value of the car, when such fees really have no connection with registration, but are instead a substitute for local personal property taxes. To find out whether your duty state comes under this ruling, check with your legal assistance officer.

In 1969, however, the high court ruled against servicemen on a different kind of tax. They held that servicemen are not exempt from paying *sales* and *use* taxes to a duty state. Thus, if you buy a new car in your duty state, you must pay that state's sales tax. Also, when you register your car in your duty state, you can be required to pay a use tax (usually at a 2 per cent rate), if you haven't already paid such a tax on that car in another state.

**T**HEN THERE'S THE PROBLEM of driver's licenses. If you register your car in your new duty state, you must usually also obtain a driver's license from that state. Otherwise, you probably won't have to get a new driver's license, although your wife might. At present, all the states except Hawaii and Arkansas will let you drive with a current license from your home state. But nine states still require that your spouse obtain a new license from them. The accompanying chart will tell you if her driver's license is valid or not in your duty state.

If your car is registered in your wife's name, or jointly, you may also have to reregister it in your duty state. But wherever it's licensed, don't forget that:

- The registration must be renewed annually; deadlines vary by states.

- Your driver's license must be kept up to date.

State motor laws vary widely and are subject to change without notice. For instance recent changes have affected servicemen from (and serving in) Illinois, Florida, Virginia, Nebraska and Hawaii.

- Servicemen with Illinois drivers' licenses and on active duty outside the state are not required to renew these licenses until 45 days after returning to Illinois. The extension also applies to licenses held by wives as well as dependent children of Illinois servicemen.

- Servicemen with Florida drivers' licenses can renew them by mail directly from the state Department of Highway Safety and Motor Vehicles. County judges had previously renewed expired licenses.

If the department has your current address on file, it will notify you automatically of the correct procedures for renewal. If your home address has changed, notify the Division of Driver Licenses, Kirkman Bldg., Tallahassee, Fla. 32304.

Your new address need not be in Florida. But it must be a workable address, since the license will not be forwarded by the post office.

- A driver's license issued to you by Virginia does



not expire until six months after your return to the state or release from active duty.

Extensions are limited to four years from the date of expiration recorded on the license. You must carry proof of your right to this extension while operating a motor vehicle.

In another change, the spouse of a serviceman on duty in Virginia may now legally drive a car there, if she possesses a valid driver's license from her home state or country.

- A Nebraska driver's license issued to a serviceman now on active duty outside the state, his spouse or dependents, is renewable without examination, upon written application to the county treasurer who issued the license.

Renewal is authorized twice under these conditions.

An expired Nebraska license can also be renewed without examination within 60 days after your release from active duty or return to the state, whichever is later.

A nonresident driver on active duty in Nebraska, his wife and any dependents are now exempt from state licensing requirements and may use current drivers' licenses from their home state.

- A current driver's license issued to you by Hawaii does not expire until 30 days after you're discharged or return to the state. After your release from active duty, you must carry proof of discharge with you in order to drive with an expired license.

**M**ANY OTHER STATES have special statutes modifying their automobile laws for the benefit of active duty servicemen. They may give you extensions of time, reductions of fees or easier renewal procedures. There's a state-by-state summary of auto registration, drivers' licensing and insurance requirements in the July 1969 issue of *ALL HANDS*. The department of motor vehicles in your home or duty state can answer any other questions you may have.



## When You Transfer to a New Duty State Are Your Automobile Plates and Driver's Licenses Valid? For How Long?

State	If Issued by U. S. Armed Forces Overseas		If Issued by Host Government Overseas		If Issued From Out-of-State
	Registration Plates	Driver's License	Registration Plates	Driver's License	Driver's License Of Spouse
Alabama	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Yes <sup>1</sup>
Alaska	No	Yes—45 days	No	Na	No
Arizona	Yes—30 days	No	No	No	Yes
Arkansas	Yes—45 days	Yes	No	No	Na
California	Yes—45 days	No	Yes <sup>2</sup>	Na	Yes
Colorado	Yes—45 days	Yes—45 days	Yes—30 days	Yes—30 days	Yes
Connecticut	Yes—60 days	Yes—60 days	Yes—20 days	Yes—20 days	Yes <sup>1</sup>
Delaware	Yes—90 days	Yes—90 days	Yes—90 days	Yes—90 days	Na
District of Columbia	Yes—5 days	Yes—5 days	Na	Na	Na
Florida	Yes <sup>2</sup>	Yes—45 days	Yes <sup>2</sup>	Yes	Na
Georgia	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Yes
Hawaii	Yes—10 days	No	Yes—10 days	Na	Na
Idaho	Yes <sup>2</sup>	Yes—45 days	No	Na	Yes
Illinois	Yes—45 days	Yes—45 days	Yes—30 days	Yes—45 days	Yes
Indiana	Yes <sup>3</sup>	Yes—45 days	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes
Iowa	Yes <sup>4</sup>	Yes—30 days	Yes <sup>4</sup>	Yes—30 days	Yes
Kansas	Yes—45 days	Yes—45 days	Yes—45 days	Yes—45 days	Yes
Kentucky	Yes—45 days	No	Yes—5 days	No	Yes
Louisiana	Yes <sup>5</sup>	No	Na	Na	Yes
Maine	Yes—45 days	Yes—45 days	Yes	Yes	Yes
Maryland	Yes—30 days <sup>6</sup>	Yes—30 days	Yes—30 days <sup>6</sup>	Yes—30 days	Yes <sup>1</sup>
Massachusetts	Yes—30 days	Yes—45 days	No	No	Yes
Michigan	No	No	No	No	Yes <sup>7</sup>
Minnesota	Yes—45 days	Yes—60 days	Yes—7 days	Yes—60 days	Yes
Mississippi	Yes—45 days	Yes—45 days	Yes—30 days	Yes—30 days	Yes <sup>1</sup>
Missouri	No	No	No	No	Yes
Montana	No	Na	No	Yes—90 days	Yes <sup>7</sup>
Nebraska	Yes <sup>4</sup>	Yes	Yes <sup>4</sup>	Yes—30 days	Yes <sup>1</sup>
Nevada	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Yes
New Hampshire	Na	Na	Yes—7 days <sup>1</sup>	Yes—7 days <sup>1</sup>	Yes
New Jersey	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Yes
New Mexico	Yes	Na	Yes—30 days	Yes <sup>2</sup>	Yes
New York	Yes—45 days	Yes—60 days	No	Yes	Yes
North Carolina	Yes—60 days	No	Yes—60 days	No	Yes
North Dakota	Yes—45 days	Yes—45 days	Na	Yes—90 days	Yes
Ohio	Yes—45 days	Yes—45 days	Na	Na	Yes <sup>1</sup>
Oklahoma	Yes—45 days	No	No	Na	Yes
Oregon	Yes—45 days	Yes—45 days	No	No	Yes
Pennsylvania	Yes—45 days	No	Yes—30 days	Na	Na
Rhode Island	Yes—45 days	Yes—45 days	Yes—30 days	Yes—30 days	Yes
South Carolina	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Yes
South Dakota	No	No	No	Na	Yes
Tennessee	Yes <sup>10</sup>	Yes <sup>10</sup>	Na	Na	Yes
Texas	Yes <sup>10</sup>	Na	Na	Na	Yes
Utah	Yes	Yes—45 days	Na	No	Yes <sup>11</sup>
Vermont	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Na
Virginia	Yes <sup>5</sup>	No	Yes <sup>5</sup>	No	Yes
Washington	Yes—45 days	Yes—45 days	No	No	Yes
West Virginia	Yes—30 days	Yes—30 days	Yes—30 days	Yes—30 days	Yes
Wisconsin	Yes—30 days	Yes—45 days	No	Na	Yes
Wyoming	Yes—45 days	No	Na	Na	No

<sup>1</sup>Includes dependent children. <sup>2</sup>Until normal expiration. <sup>3</sup>For a reasonable time. <sup>4</sup>Subject to registration during the month of entry into the state. <sup>5</sup>Interim recognition from entry port to destination. <sup>6</sup>Resident must apply within three days of reentry into state. <sup>7</sup>Unless gainfully employed. <sup>8</sup>Until 31 December 1970. <sup>9</sup>If international registration and driver's license. <sup>10</sup>Forty-five days after arrival in U. S. or 10 days after arrival at duty station, whichever occurs first. <sup>11</sup>If licensed by state which is member of Driver License Compact.



Deep Freeze personnel are silhouetted against the rising sun as they set equipment for a topographic party.

# ANTARCTICA DETACHMENT ALFA

Students in an ice survival class near McMurdo Station learn how to use the ice ax for ascending snow slopes.



**I**NTERESTED IN A CHALLENGING assignment and an incomparable adventure? The Navy is accepting applications for Operation Deep Freeze.

You'll have to hurry, because your application must reach the Chief of Naval Personnel by 15 October in order to receive full consideration. *Although applications will be reviewed after that date, the majority of billets may already have been filled.*

The best-qualified Navymen will be selected in late 1970 for deployment about September 1971. Those chosen for the Detachment Alfa wintering-over party will remain in Antarctica until about November 1972.

The 150 Navymen selected for Antarctic Development Squadron Six (VXE-6) will complete two full summer support deployments (September 1971-March 1972, September 1972-March 1973).

If selected, you will probably receive orders in December or January for a March 1971 transfer and get three to five months' special training before deployment.

**N**OT ONLY IS SERVICE in Antarctica an unforgettable experience; there are other benefits that accrue to those who complete Deep Freeze tours. Among these benefits are:

- The Antarctic Service Medal.

- Eligibility to participate in the Program for Afloat College Education (PACE). Navymen wintering over at McMurdo Station, Antarctica, may enroll in up to eight accredited college-level courses.

- Eligibility to participate in the 10-per cent Savings Deposit Program.

- Upon reassignment, up to 60 days' delay (counted as leave) in reporting to your next duty station.

Every effort is made to assign Navymen completing Antarctic tours to one of their duty station preferences, when this is consistent with the needs of the service. And you will not be assigned to a deployed unit, or to a unit deploying within three months of your reporting date, without the express approval of the Chief of Naval Personnel (unless you request such duty).

**T**HE NAVY NEEDS officers and enlisted men in a wide variety of grades and rates for Operation Deep Freeze. For duty with Det Alfa wintering-over party, officers with the following designators and grades are required: 13XX CDR (Commanding Officer); 13XX/-661X LT and below, GCA or CIC experience necessary; 153X/13XX/665X LT and below with meteorological experience; 110X/601X LT and below, communications experience; 210X LCDR or LT including flight surgeon; previous surgical experience and prior active duty desirable; 220X LT; 310X/370X LT and





Above: McMurdo Station during the midwinter season. Right: An LC 130-F Hercules is readied for takeoff.



below; 410X LT; 510X/570X LT and below; 6XXX LT and below; 798X; 849X.

Enlisted men in the following ratings and pay grades are needed: AC (E-5, 6, 7); AC (E-4, 5, 6); ABF (E-6, 7); BT (E-4, 5); BU (E-4, 5, 6, 7, 8); CE (E-4, 5, 6, 7, 8); CM (E-4, 5, 6, 7, 8, 9); CS (E-5, 6, 7, 8); DC (E-5, 6, 7); DK (E-6, 7); DT (E-5, 6); EA (E-4, 5); EM (E-5, 6); EN (E-6); EO (E-4, 5, 6, 7, 8); ET (E-6, 7, 8, 9); ETN (E-4, 5); HM (E-5, 6, 7, 8); IC (E-4, 5); MR (E-6); PN (E-4, 5, 6); RM (E-4, 5, 6, 7, 8); SF (E-6); SK (E-4, 5, 6, 7); SH (E-4, 5, 6, 7); SW (E-5, 6); UT (E-4, 5, 6, 7, 8, 9); YN (E-5, 6, 7); AA/AN; CA/CN; FA/FN; SA/SN; TN/SD (E-3, 4).

In addition to these general ratings, volunteers with the following specific qualifications are desired:

ET/ETN-NEC 1525, 1527, 1577

CS-"B" school graduates

RM-NEC 2303, 2342

SH-NEC 3112, 3122, 3154

UT-NEC 6117

SF-NEC 4944

ABF-NEC 7022

AG-NEC 7412, 7414

HM-NEC 8405, 8417, 8442, 8452, 8483

For duty with Antarctic Development Squadron Six, these officer billets are available:

131X CDR and below, experience in C-121, H-34, UH-1D, or C-130.

132X LCDR and below, experience in aerial navigation.

31XX LCDR and below.

620X LT/LTJG.

663X LT and below.

711X.

741X.

761X.

831X.

680X LT/LTJG.

865X CDR and below.

Enlisted men in the following ratings are needed:

BM, RM, YN, CYN, PN, DK, CS, JO, PC, SH, SN, AFCEM, AD, ADR, ADJ, AT, ATN, ATR, AB, ABH, AE, AM, AMS, AMH, AME, PR, AS, ASE, ASM, ASH, AK, AZ, PH, AN, HM, DT, DS, TN.

**H**ERE'S WHAT IT TAKES to qualify for duty with Operation Deep Freeze:

- Two years at your present sea duty station (unless earlier transfer is recommended by your commanding officer) and one year at all other commands.

- Obligated service until December 1972 for Det Alfa applicants and until April 1973 for VXE-6 candidates. Navy men with insufficient obligated service must complete a conditional agreement to extend before submitting their applications.

- A clear record in your current enlistment, reflecting sound moral character and professional dedication.

- Your commanding officer's recommendation, based upon your performance, skills and interest.

- Good physical health. Candidates must meet the physical requirements set forth in the *Manual of the Medical Department* (NavMed P-117). Rigid adherence to these standards is necessary because of the rigorous conditions of Antarctic service.

- Eligibility for a Secret security clearance in the clerical and aviation ratings.

**S**ELECTED OFFICER applicants will be ordered to Washington, D. C., Davisville, R. I., or San Francisco for final screening and returned to their permanent duty station while awaiting the results.

Enlisted applicants for the Det Alfa wintering-over party may be ordered to the above stations for further screening. Navy men (except AGs) chosen for Deep Freeze will receive permanent change of duty station orders to Antarctica, with approximately three to five months' TAD at Davisville for special training. AGs will be ordered to Norfolk for their training. All should receive their orders in time to report by 1 Jun 1971.

Applicants for VXE-6, if selected, will get orders to Quonset Point, R. I., and report not later than 1 Apr 1971.

Replacements for Navy men disqualified during training may be ordered at any time between May and September 1971.

Full details on Deep Freeze 72 applications can be found in BuPers Notice 1300 series.

2nd place

SN Gary W. Sams



3rd place

LT Robert A. Beaty



"Comm Officer!! Report to the bridge!!!"

4th place

RMSN Wayne N. Moles



"Yo seen one mouse, yo seen 'em oll."

1st place

LCDR Horace G. Wolker

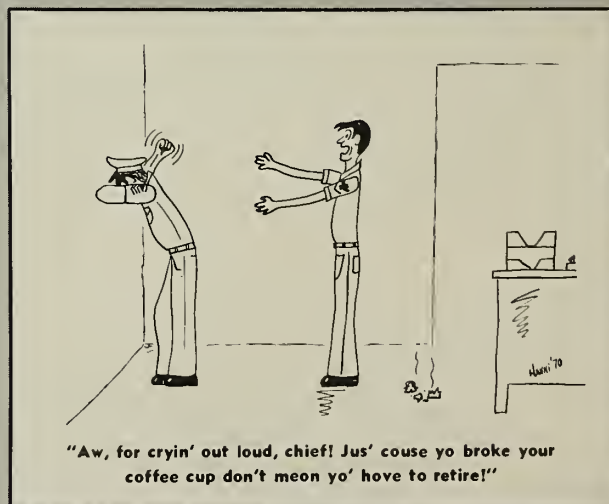


"Soy it isn't so, soiler!!"

# TOP NAVY CARTOONS

5th place

ATR3 Stephen K. Honni



"Aw, for cryin' out loud, chief! Jus' couse yo broke your coffee cup don't meon yo' hove to retire!"





went to nine Navymen because of ties in three of the five categories.

**F**IRST PLACE THIS YEAR went to Lieutenant Commander Horace G. Walker of Military Sealift Command Office, Subic Bay, Republic of the Philippines.

Seaman Gary W. Sams of *uss Eugene A. Greene* (DD 711) placed second in the top five and also tied for fourth honorable mention.

Lieutenant Robert A. Beaty of NARTU Memphis placed third in both the top five and honorable mention categories.

Fourth place honors, plus second honorable mention, went to Radioman-Seaman Wayne N. Moles of the Service School Command, NTC San Diego.

The fifth place finalist was Aviation Electronic's Technician 3rd Class Stephen K. Hanni of VF 126, NAS Miramar.

**H**ONORABLE MENTION awards were as follows:

1st — Lieutenant John M. Schantz, Naval Support Unit, Naples.

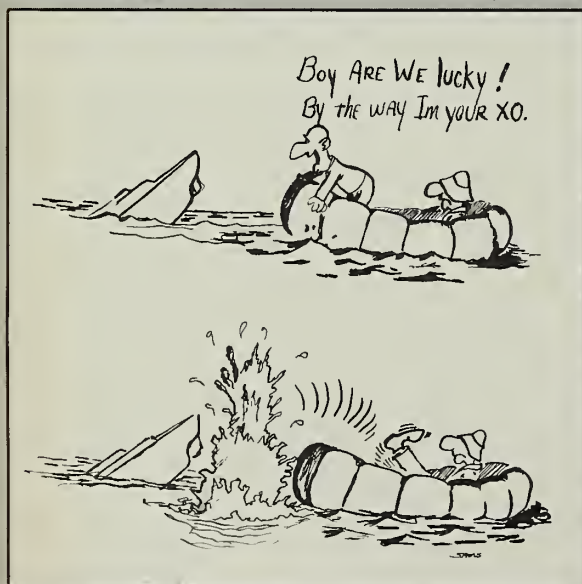
2nd — Radioman-Seaman Moles.

3rd — (Tie) Lieutenant Beaty and Data Systems Technician 2nd Class Thomas D. O'Neal, Atlantic Command Operations Control Center, Norfolk.

# TOP NAVY CARTOONS

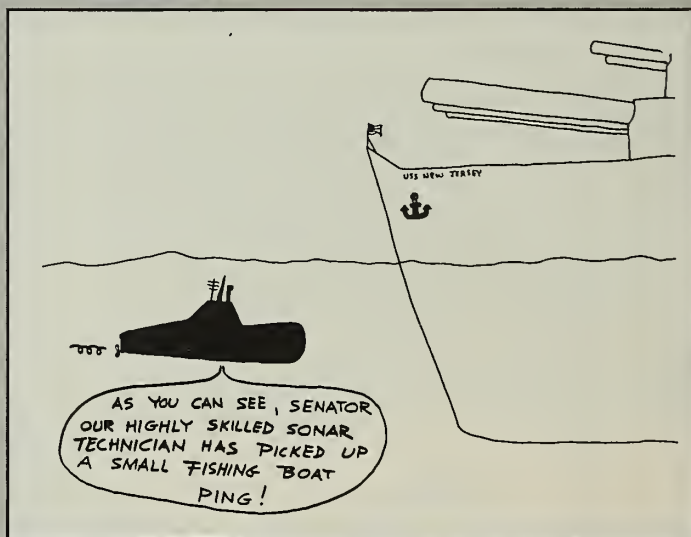
4th honorable mention

SN Gary W. Sams

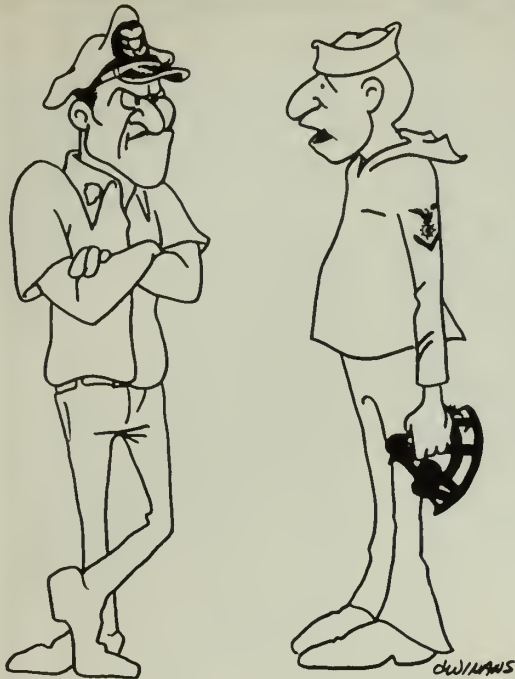


4th honorable mention

YN3 Tracy E. Millis, Jr.







"I used to be in the Army Quartermaster Corps . . . so when I joined the Navy, naturally they made me a Quartermaster . . . so that's why according to my calculations this ship is six miles east of Memphis!"

4th - (Tie) Seaman Sams and Yeoman 3rd Class Tracy E. Millis, Operational Test and Evaluation Force, Norfolk.

5th - (Tie) Hospital Corpsman 1st Class George P. Brines, NAS Meridian, Miss.; Seaman Gary L. Schmidt, ComCruDesPac, San Diego; Communications Technician 1st Class Donald L. Winans, NavSecGruAct Okinawa.

**T**HE OPPORTUNITY for Navymen to exhibit their talent for cartoon humor is conducted under the BuPers recreation program.

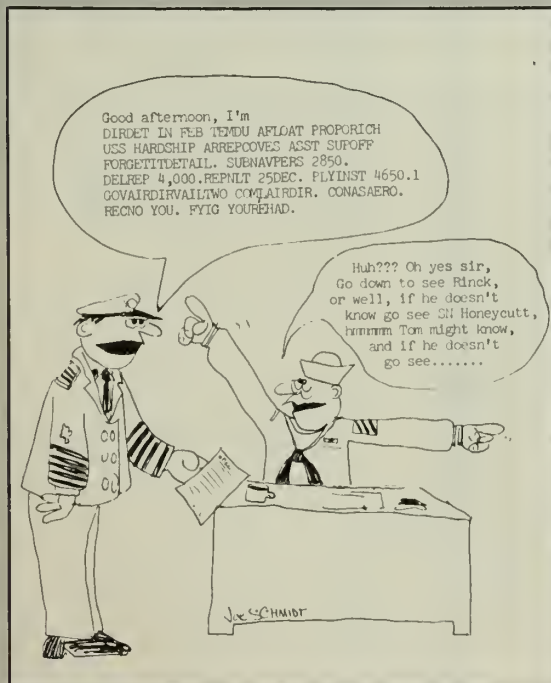
The only entrance requirement is that the cartoonist be on active duty (or be a dependent of a man on active duty) for more than 90 days, and that the cartoon depict some phase of Navy life. Of course, all entries must be in good taste.

Cartoons are submitted to BuPers with certification that both the idea and work are, indeed, the cartoonist's. Then the judges take over, and the cartoonists who finish in the top five receive All-Navy championship trophies from the Chief of Naval Personnel. Honorable mention certificates are awarded to the runners-up.

This year's cartoon contest winners appear on these and two preceding pages. Other contest entries will appear in ALL HANDS throughout the year.



"Na! I da not want to play I've got a secret!!!"



Good afternoon, I'm  
DIRDET IN FEB TEMDU AFLOAT PROPOCH  
USS HARDSHIP ARREPCOVES ASST SUPOFF  
FORGETITDETAIL. SUBNAVPER 2850.  
DELREP 4,000. REPHLT 25DEC. FLYINST 4650.1  
GOVAIRDIRVAITWO COMLAIRDIR. CONASAERO.  
RECNO YOU. FYIG YOURHAD.

Huh??? Oh yes sir,  
Go down to see Rink,  
or well, if he doesn't  
know go see SN Honeycutt,  
hmmmm Tom might know,  
and if he doesn't  
go see.....

# TAFFRAIL TALK

IN AN EARLIER INSTALLMENT, we mentioned the game of beanbag played by the Seventh Fleet Amphibious Force staff. It's like volleyball—except that the “ball” consists of several pounds of sand wrapped in rags, enclosed in a canvas cover with handles.

According to the players on board *uss Eldorado* (LCC 11), the game is fun, competitive and (oof!) good exercise.

But whatever it is, it isn't the invention of the Amphibious Force, we are told by Commander C. R. Piersee, USNR. With good humor, he sets the record straight in the following letter:

“Hey! Let's give credit where credit is due.

“In your Taffrail Talk in the July issue, you imply the game of beanbag is an innovation of the Seventh Fleet Amphibious Force staff. This is not the case.

“The game was begun in 1965 on *uss Oklahoma City* (CLG 5), flagship of the Commander, U. S. Seventh Fleet. The game was the idea of the executive officer of the ship and a number of the staff and flagship crew.

“The game continued as a method of relaxation and combative exercise for over three years, and possibly longer.

“Mighty in valor and position are those men who bear to this day the scars of those beanbag games: ADM J. J. Hyland, VADM W. F. Bringle, RADM V. A. Dybdal, RADM L. H. Sell, RADM H. E. Greer, RADM J. P. Moorer and a multitude of others both senior and junior too numerous to mention.

“Thus Johnny-come-lately from CTF 76 couldn't hold a candle to the All-Navy Beanbag Champs of 1967-68 of the flagship and staff of Com7thFlt.”

Given the unlikelihood of this impressive roster of players' ever getting together again for a game to defend their title, we'll have to concede to CDR Piersee's claim that they're the retired champs.

But as for the origin of the game—

Way back in January 1953, about the time many of today's Navymen were toddling along on their first *land* legs, ALL HANDS published a special feature on shipboard sports—pastimes which were especially suited to the limited space and facilities afloat, from Indian wrestling to badminton. Under the heading of “Midget Volleyball,” we said:

“Regulation volleyball, like regulation basketball, is adaptable only to carriers. However, a midget type of volleyball can be played on smaller ships. Rules and regulations of regular volleyball can be followed but rope rings or beanbags can be used.”

The article went on to provide a set of rules. “A net is desirable, but a length of line rigged at proper height (about seven feet, if overhead space permits) could serve the purpose. The line would simulate the top edge of a regular net.”

Beanbag volleyball in those days was played by two teams of six men each. As in the regular game, the point of the contest was to “make a play over the net into the opposition's territory and have the ball or its beanbag substitute fall to the deck before it can be returned.”

The idea seems to be the same as that of the sportsmen aboard *Eldorado* and *Oklahoma City*. However, there is one big difference. Back in 1953 we had no idea the game would have such enthusiastic and illustrious participants.

*The All Hands Staff*

**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). DISTRIBUTION: By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel. The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers. The Bureau should be kept informed of changes in the number of copies required.

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

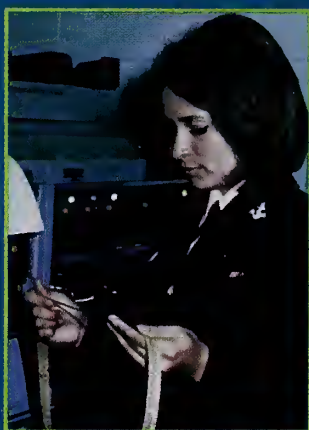
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers-P31, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: GRADUATION**—Members of the Naval Reserve Officers Training Corps at Prairie View A & M College participate in the graduation review. Thirteen NROTC members were among 350 graduating seniors.—Photo by PH1 Philip Ploufre.







## **A Tribute to Navy Waves**



# ALL HANDS



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# ALL HANDS

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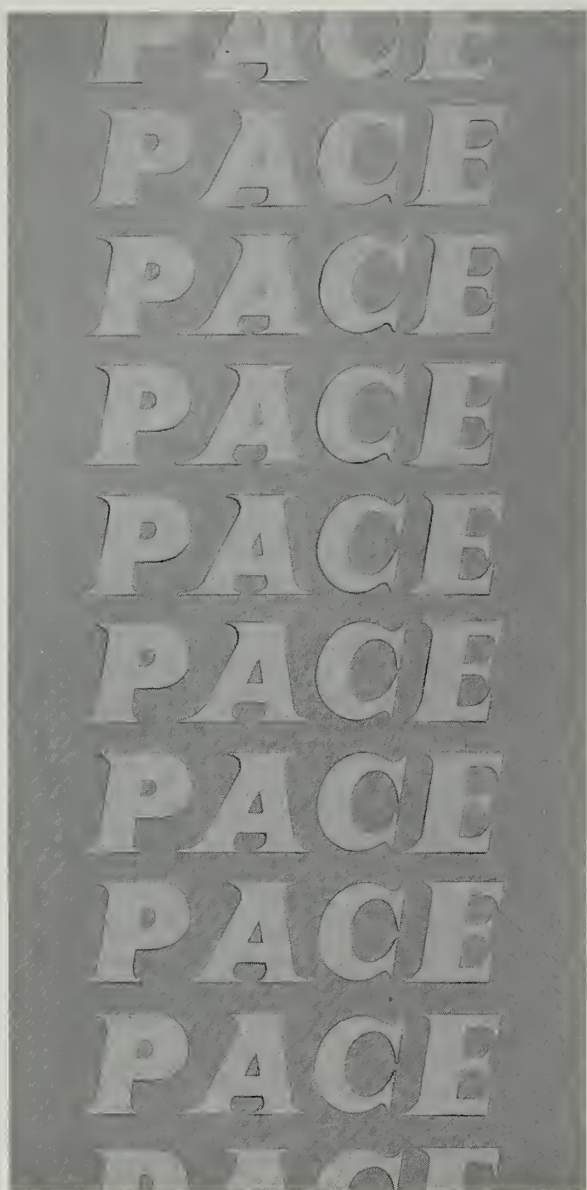
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● **FRONT COVER: CRUISING IN THE MOONLIGHT**—The nuclear-powered attack submarine USS Shark (SSN 591) cruises on the surface. Drawing by ALL HANDS Art Editor Michael Tuffli.

● **AT LEFT: HAVE YOU CAST YOUR BALLOT?** These sailors aboard USS John F. Kennedy (CVA 67) are getting the word about voting from one of the experts, Navy's "Miss Military Voter." The pretty young WAVE is Seaman Patricia Sargent who also won the competition to serve as BuPers Queen. —Photo by PHC P. Roberts





**B**OATSWAIN'S MATE 2nd Class Jack Tarr stands six feet one and displaces 200 well-placed pounds. He can spot a smudge on polished brass at 30 paces, rig a bosn's chair blindfolded and lower away a whaleboat singlehanded, if you believe his friends. He's been in the Navy six years—joined fresh out of high school and he's been on sea duty ever since.

Typical Navyman? Not quite. BM2 Tarr also has about two years of Harvard education, with a concentration in physics.

And that's without leaving his ship to go to classes on the college campus.

BM2 Jack Tarr is an example that we've invented—but he has many real-life counterparts, and the way he got those Harvard credits is real. It's the Program for Afloat College Education—PACE.

You can actually get as much as two years of full college credit from one of five colleges and universities (Harvard included) through PACE—without ever stepping off the brow of your ship.

And a PACE course is not a correspondence course. It's the closest possible equivalent of a real on-campus course, with at least eight hours of in-person lectures by a regular college professor, and the rest of the class made up of filmed lectures (made by other expert professors), class discussions, individual study and tests.

Last year, more than 3,300 Navymen took PACE courses in subjects ranging from chemistry to literature on board more than 100 ships—carriers, destroyers, escorts, auxiliaries, submarines and others.

And almost any ship in the Navy can join the program, as long as it can get enough men together to start three of the 40 courses offered.

PACE is limited to crews of ships; however, a half-dozen courses are offered every year to the wintering-over party of Operation Deep Freeze in Antarctica.

**P**ACE IN ITS PRESENT FORM is less than 10 years old; but the basic idea of bringing education to the crews of ships at sea is as old as the Navy.

Even a century and a half ago, *uss Constitution* had a hired civilian schoolteacher on board to teach the young midshipmen the three R's. The gentleman, a Mr. George Jones, made all the cruises and became pretty much part of Old Ironsides' crew.

Today, of course, PACE instructors don't usually live on board. They're regular faculty members of the participating schools, and usually just make short visits aboard when a ship is in port. However, sometimes they do ride a ship between ports. The rest of the students' instruction comes from the films and books while the ship is underway.

But aside from that, the program of today is basically a refined, up-to-date version of the work of *Constitution's* schoolmaster—bringing education to the men where they are.

PACE began in 1961 under the name of "Polaris University," as a cooperative program in which Har-



ward provided three filmed courses for the use of SSBN submariners on patrol. As time went on, more courses were added, and later other schools and surface ships joined the program.

At last count, 13,563 Navyinen had taken PACE courses since 1964, when BuPers became responsible for its administration.

**H**ERE'S HOW PACE works today.

If 10 or more men express interest in taking one or more of the courses listed in the box accompanying this article, the ship's Educational Services Officer can contact the PACE representative at the

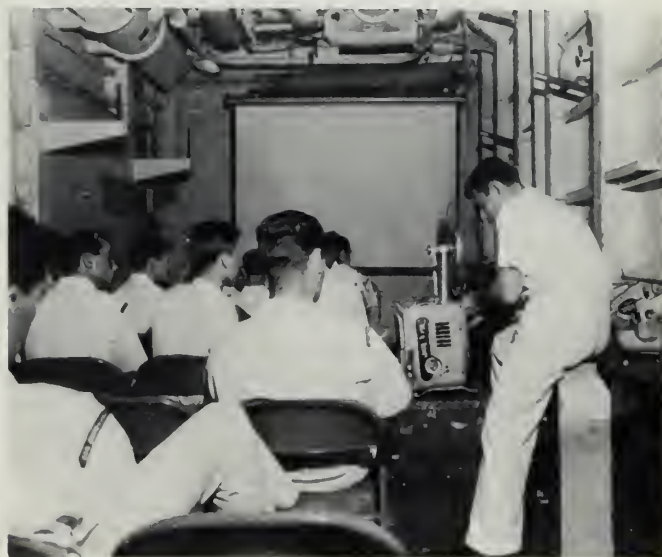
be offered at one time on a ship is eight. The maximum number of men in a class is set by the college; in many cases, if there's a great demand for a particular course, it may be offered in two sections meeting on alternate days.

Each student is charged a small registration fee by the school. The amount varies from one institution to another. In any case, most of the cost is borne by the Navy.

Another small fee, varying from course to course, may be charged for books and supplies. However, some ships' ESOs buy textbooks with welfare and recreation funds and then loan them to students for



**Left:** An instructor discusses the lesson plan with his students aboard the ship before the class begins. **Below:** Having heard a live lecture at their previous PACE session, a group of destroyer blue-jackets muster on the DASH hangar deck to view a filmed lecture as supplements to "in person" visits.



type command headquarters for authorization to start the program.

Then the ESO arranges with the participating school nearest the ship's home port to schedule classes on board.

The institutions now taking part in PACE are Harvard University, Jacksonville University, the University of South Carolina, San Diego State College and the University of Hawaii.

For a ship to participate, at least 10 men must sign up for each course.

The recommended maximum number of courses to

the duration of the course at no charge.

**E**ITHER EXTENSION or resident credit is awarded, depending upon the policy of the particular school. Also, some schools require that each student also gain admission to the college's extension division or to the college itself. The standards for admission vary among the schools; but usually any active-duty man whose CO recommends him as being capable of and motivated toward college study can participate in PACE.

Usually, for a man to get full benefit from a PACE course, he should have a high school diploma or the

# **PACE PACE PACE PACE PACE**

GED equivalent. In addition, some courses are prerequisites for others: for instance, it is recommended that you take College Algebra before you take Coordinate Geometries.

When the class is all organized and scheduled, the professor comes aboard—usually when the ship is in port, but occasionally for a short underway period—to start the course with a series of lectures.

An officer or enlisted man is then chosen as proctor for each class. While the ship is deployed, the proctor arranges for meeting space, lines up the class schedule, supervises tests, other than the final exam, and takes care of correspondence with the school.

How the course is organized will depend on the circumstances. If the ship is to be at sea through most of the course, class meetings will be built around the series of 15 half-hour filmed lectures, with members holding discussion periods and, of course, studying individually.

Sometimes—for instance, if the ship is in the yards—the teacher may come aboard for in-person lectures and discussion every week. Other scheduling arrangements may be made, depending on what the ship will be doing while the course is in progress.

In nearly all cases, however, the teacher will come back aboard when the class is about ready to finish up the course and give more in-person lectures. Then comes the final exam.

**E**ACH STUDENT'S GRADE for the course is made part of the permanent record of the parent college. If he goes to another school later, he may transfer his PACE credits (assuming that the second school ac-

cepts them) by requesting a transcript from the registrar of the college offering PACE courses.

A certificate of successful completion of each course is also put into the student's service record.

PACE courses are designed to be as nearly identical to regular on-campus courses as possible under the circumstances; they will be given full college credit by the school which offers them.

However, the participating colleges cannot guarantee that the courses will be accepted for full credit by any other institutions a man may attend in the future. That's a matter for the admissions office of the other college to decide according to the policies of the individual school.

Although deployed, PACE students aboard a destroyer will still receive a visit from their teacher, via a highline transfer. During deployments, the Navy transports instructors to the Med.





Since the time you spend studying for and attending PACE courses comes out of your off-duty time, it is suggested that you take no more than one course at a time. You might be surprised at how much time it takes to do the necessary reading and other work for a college-level course; studying for two of them might be too much for you to handle at sea.

There aren't any rules against taking two courses at once; it's just better to do well in one course than poorly (because of lack of study time) in two.

Every student is responsible for attending all class meetings—both the lectures by the professor in port and the filmed lectures and discussion sessions at sea

—and taking the final exam. His fee will be refunded only if he withdraws from the course before the first class meeting.

**W**HY WOULD YOU WANT to take the PACE courses, anyway? And why is the Navy sponsoring them? From your point of view, here are a few possible benefits:

- First, of course, PACE courses give you college credits which you may be able to transfer if you decide to attend school later—while you're on shore duty or after you leave the service.

- The fact that you've taken PACE courses and suc-

## Courses Currently Available For PACE Classes

Listed below are the film courses currently available for PACE classes. Each course consists of 15 half-hour 16mm filmed lectures, made by professors who are especially well qualified in the subject matter.

Not all the courses listed will be available in all areas. The course titles may vary from one school to another.

In an actual PACE course, the films will be used in conjunction with in-person lectures by a professor from the participating college.

Teachers appearing in the filmed lectures are on the faculties of Tufts University, Harvard University, Boston University, Boston College, George Washington University, Simmons College, University of Massachusetts at Boston and Massachusetts Institute of Technology.

Some of the courses listed should be completed before others can be taken. For instance, Introductory Mechanics must be taken before Introductory Electricity. Complete descriptions of the courses are found in the *Educational Services Manual*.

### CHEMISTRY

Basic Principles of Chemistry  
Chemical Equilibrium  
The Covalent Bond  
Some Elements and Their Compounds

### ENGINEERING

Introduction to Computer Science, Part I  
Introduction to Computer Science, Part II  
Introduction to Metallurgy  
Electrical Engineering

### MATHEMATICS

College Algebra  
Coordinate Geometries  
(Analytic Geometry)  
Introduction to Calculus, Part I  
Introduction to Calculus, Part II  
(The Power Functions)  
Introduction to Calculus, Part III  
(The Trigonometric Functions)  
Introduction to Statistics

### Introduction to Modern Algebra

Probability

### PHYSICS

Introductory Mechanics  
Introductory Electricity  
Introductory Wave Motion, Sound  
and Light  
Introduction to Modern Physics  
Mechanics and Heat  
Classical Electromagnetism  
Electrical Engineering: Circuit Analysis

### GOVERNMENT

Ideologies in World Affairs  
American National Government

### HISTORY

World History, Part I  
World History, Part II  
A Study of Revolutions  
History of the United States, Part I  
History of the United States, Part II

### PSYCHOLOGY

Principles of Behavior  
Motivation: Forces in Action

### SOCIOLOGY

Introduction to Sociology

### ECONOMICS

Economics and the Public Interest

### GEOGRAPHY

Introduction to Geography

### LITERATURE

Expository English, Part I  
Expository English, Part II  
American Literature  
(Major American Books)  
English Literature (The Critical Reader)

### ELECTIVE (NON-CREDIT)

Introduction to the Slide Rule

# **PACE PACE PACE PACE PACE**

cessfully completed them shows motivation and aptitude for college study—which could be important factors in your being selected later for such educational programs as ADCOP or NESEP. It also looks very good on your record if you're up for selection or promotion in the senior enlisted, warrant officer or LDO ranks.

• Many PACE courses will help you directly in doing a better job in your Navy specialty. If you are in

**Below: An instructor from the University of South Carolina lectures Navy men in a Math I (Algebra) class. Right: A college professor visits a Force destroyer for one of his classroom lectures. A math teacher, he drills his students on numerical laws and theories by illustrating probability and chance in card games. Facing page: USS Samuel Gompers (AD 37), the new extension campus of San Diego State, at the Naval Station, San Diego.**



went to school afterwards with high hopes and found out then—at considerable cost of money and time.

• The knowledge you gain in PACE courses may help you find a good job after you leave the service. An accounting firm that wouldn't look twice at a man with just a high school diploma might give serious consideration to an applicant with a few college math courses under his belt.

• Or you may have reasons of your own for taking PACE courses. You may be one of those people who just enjoy learning for its own sake, for instance. In that case, the Navy will help you do your thing as much as possible.

**A**S FAR AS THE Navy is concerned, PACE is a great thing no matter why you decide to join it. It makes a man better educated, and therefore



an engineering rating, for instance, you might profit from studying chemistry, physics or engineering; any division officer (or petty officer, for that matter) may become a better leader by studying psychology or sociology; and so on. And, obviously, the more you know about your field of work the easier it will be to pass the advancement exams.

• Just the experience of college-level study may help you decide whether you want to go on in college, either in the Navy or after you get out. It will be a lot easier on you if you find out, for instance, that college doesn't turn you on *before* you get out than if you

more an asset to the service. It provides a constructive way for him to fill his off-duty time. And the stimulation of class study and participation is in itself a boost to morale.

Some PACE courses may benefit the Navy directly by making a man more proficient at his job; but all of them stimulate his mind, raise his morale and generally make him a more useful member of Navy society.

For both you and the Navy, PACE is a winner. And nobody loses.

—Story by JO2 Frank Silvey, USN.



# Gompers Offers a Higher Education

"I'm what you in the Navy call a plankowner," said Dr. Nelson Norman.

Dr. Norman, a history professor at San Diego State College, was on board *uss Samuel Gompers* (AD 37) to begin the second phase of the tender's Program for Afloat College Education (PACE).

He earned his "plankownership" rights in early 1967, when he and other San Diego State faculty members met with representatives of the Cruiser-Destroyer Force, U. S. Pacific Fleet, to set up the West Coast version of PACE.

Now dozens of Pacific Fleet ships of many types

lectures and discussion; at sea, the instruction continues in the form of filmed lectures and class reading, discussion and tests.

While *Gompers* was in the States late last year, she started five PACE classes—General Psychology, Metallurgy, English Reading and Composition, and two math classes.

Then when she deployed in March, she began two more, both taught by Dr. Norman—Contemporary World History and Contemporary Problems in Historical Perspective.

The professor began the classes at sea, while the destroyer tender was on the way from San Diego to the Western Pacific. For three weeks, he gave concentrated lectures and readings. At the end of the transit period, as Dr. Norman returned to San Diego, the students were prepared to continue on their own and compile a classbook—a series of papers on readings, lectures and ideas.

The two history courses set an unusual precedent by offering upper-division credits which could be applied to either undergraduate or graduate studies. (Most PACE courses are at the lower-division—freshman and sophomore—level.)

On the same cross-Pacific trip, Dr. Basile Ohnysty rode the ship as far as Hawaii to prepare his metallurgy class, which had been in session since October, for their final exam by showing 15 half-hour films on metallic properties.

Most of Dr. Ohnysty's students were from *Gompers'* repair department. They're already using their new knowledge in the machine shop, sheet metal shop and foundry on board.

Even after the class ended, the metallurgy students planned to stay together as a "foster group." They continued as a group to study engineering principles, higher mathematics and physics to provide a theoretical base for their practical work. The group planned to take a USAF1 college algebra course, and then later to take PACE courses in physics and chemistry.

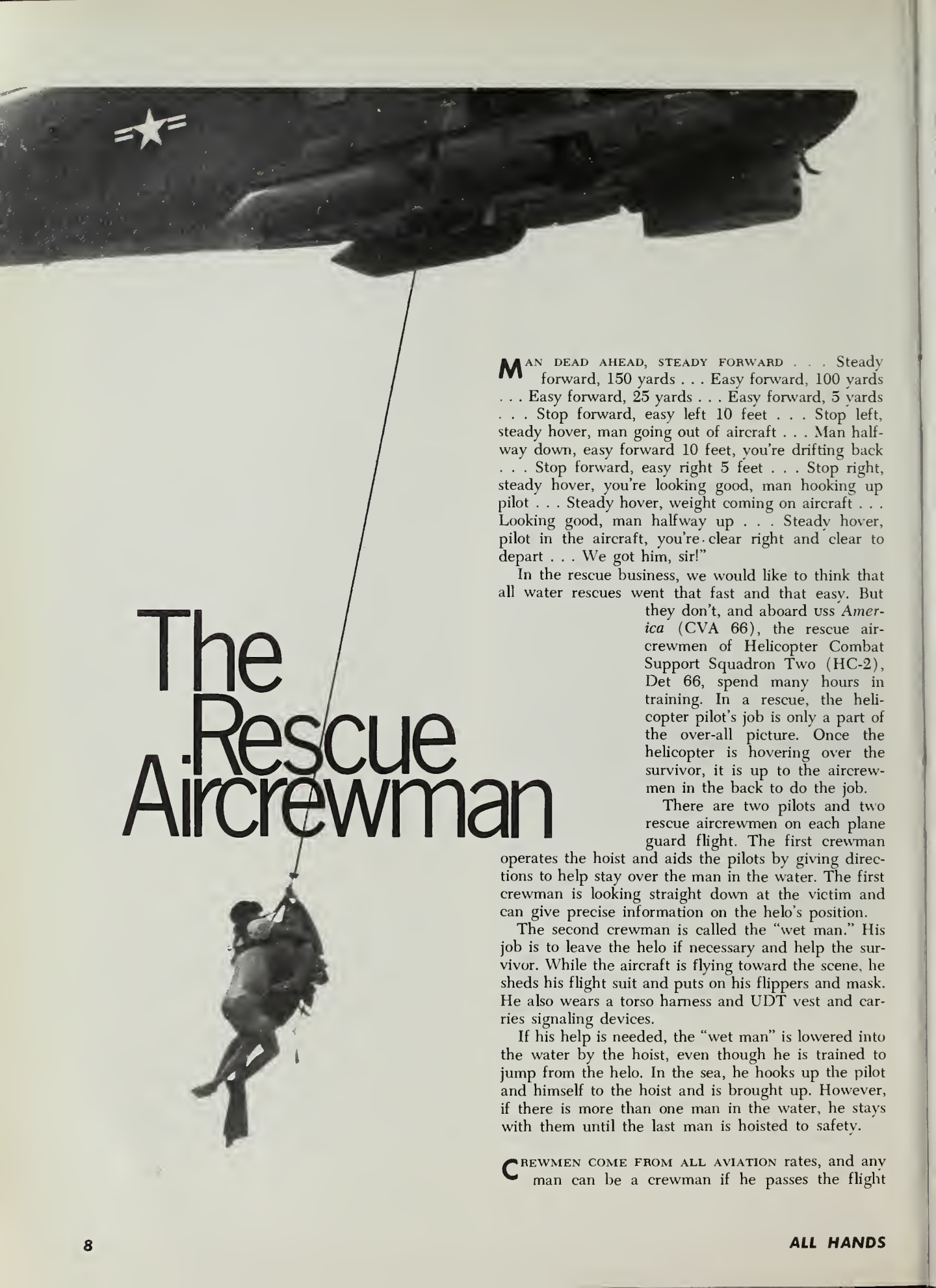
During that one transit period from CONUS to West-Pac, 108 *Gompers* men were involved in six PACE classes in five subjects. They were planning to begin three more: Principles of Economics, Psychology of Individual Adjustment, and First-Year Reading and English Composition.

As *Samuel Gompers* returned to San Diego in September, more than 15 per cent of her crew had the status of seasoned college students—thanks to PACE.

—Story by JOSN Peter Stolz, USNR;  
Photos by PH3 Richard H. Gorczewski  
and PH2 Thomas W. Boyd



are in the program, offering credit college courses to their crewmen at sea. In port, Dr. Norman and other teachers come aboard to meet their students for



# The Rescue Aircrewman

**M**AN DEAD AHEAD, STEADY FORWARD . . . Steady forward, 150 yards . . . Easy forward, 100 yards . . . Easy forward, 25 yards . . . Easy forward, 5 yards . . . Stop forward, easy left 10 feet . . . Stop left, steady hover, man going out of aircraft . . . Man halfway down, easy forward 10 feet, you're drifting back . . . Stop forward, easy right 5 feet . . . Stop right, steady hover, you're looking good, man hooking up pilot . . . Steady hover, weight coming on aircraft . . . Looking good, man halfway up . . . Steady hover, pilot in the aircraft, you're clear right and clear to depart . . . We got him, sir!"

In the rescue business, we would like to think that all water rescues went that fast and that easy. But they don't, and aboard *USS America* (CVA 66), the rescue aircrewmen of Helicopter Combat Support Squadron Two (HC-2), Det 66, spend many hours in training. In a rescue, the helicopter pilot's job is only a part of the over-all picture. Once the helicopter is hovering over the survivor, it is up to the aircrewmen in the back to do the job.

There are two pilots and two rescue aircrewmen on each plane guard flight. The first crewman operates the hoist and aids the pilots by giving directions to help stay over the man in the water. The first crewman is looking straight down at the victim and can give precise information on the helo's position.

The second crewman is called the "wet man." His job is to leave the helo if necessary and help the survivor. While the aircraft is flying toward the scene, he sheds his flight suit and puts on his flippers and mask. He also wears a torso harness and UDT vest and carries signaling devices.

If his help is needed, the "wet man" is lowered into the water by the hoist, even though he is trained to jump from the helo. In the sea, he hooks up the pilot and himself to the hoist and is brought up. However, if there is more than one man in the water, he stays with them until the last man is hoisted to safety.

**C**REWMEN COME FROM ALL AVIATION rates, and any man can be a crewman if he passes the flight



physical and has a desire for extra work. Men are assigned to HC-2 for a normal tour of sea duty. Duty as rescue aircrewman is a volunteer effort in addition to one's normal work in rate.

Once a man has decided to become a crewmember, and has passed the medical, he is given the Red Cross Senior Life Saving course. If the candidate can successfully pass this difficult swimming class, he is issued flight gear and is ready for on-the-job and classroom training.

Many hours are spent in the lecture room learning about rescue devices and methods. On a cargo mat in front of a hangar at the detachment's home base, NAS Lakehurst, N. J., the trainee begins to learn to work the hoist from inside a hovering helicopter. Here, he is introduced to the technique of guiding a pilot to a hover over a spot on the ground.

As his technique improves, the student moves from the dummy loads over the mat to live hoists over water. In this, he actually has a man in the rescue sling on the end of the hoist cable. The "victim" is

man" is the injured pilot who is tangled up in the shroud lines of his parachute. If he is not freed, the sinking parachute will drag him under. Freeing a pilot in this situation can be very tedious.

The first water hops are done in daylight, but as the student gains proficiency, he is taken out at night. Many of the procedures are the same, but now the pilots are flying the helicopter solely by the instruments, and depend even more on the accuracy of the directions from the aircrewman.

In his training period, the average rescue aircrewman flies about 50 hours, but even then he is not finished with his training. HC-2 insists that each one of its rescue aircrewmen be qualified plane captains. This rounds out the crewman's knowledge of the aircraft by introducing to him systems with which he would not normally come in contact as part of his rate.

At this point, schools outside the home squadron begin to call for the trainee's time, including SERE (Survival, Escape, Resistance, and Evasion) training,



usually another prospective crewman. Over the water, there are few references and the trainee must learn to detect small amounts of drift by looking straight down at the water.

This stage is one of the more difficult ones for the average candidate. For the first time he is a first crewman. His hands are full directing the pilot, operating the hoist, and thinking of what should come next.

**A**T THIS POINT, the student has not left the helo to perform his mission. Since many rescues involve an injured pilot, part of the training is devoted to water work. In the water, he has a chance to practice the techniques taught in the classroom.

The most common difficulty faced by the "wet

Facing page: "Man halfway up . . . Steady hover . . ." An HC-2 Det 66 crewman is hoisted aboard a helo with the "victim" while attending the Paramedic School of NAS Cubi Point, Republic of the Philippines. Above: "006" flies by the island of USS America (CVA 66) while she is on station in the Tonkin Gulf. The twin-engined Sea Sprite Helo is capable of speeds up to 170 MPH.

during which a crewman roughs it in the woods of northern Maine for a week.

**A**FTER SHIPBOARD fire fighting and first aid lectures, the rescue aircrewman is ready for sea qualifications.

Paramedic School polishes the aircrewman's water techniques and builds his confidence in his ability to handle his end of the rescue under almost any con-



ditions. "Sea quals" is a period during which the recently qualified second crewman is sent to sea to gain experience with an operational detachment. HC-2 spawns SAR (Search and Rescue) detachments for most of the attack carriers of the Atlantic Fleet.

Each detachment consists of about 45 enlisted men, 10 officers, and three helicopters. In Det 66 aboard *America*, 32 enlisted men, nine officers and three UH-2C *Sea Sprite* helicopters go into "day-check" and "nite-check" sections. When the ship is at flight quarters, the detachment is required to have a complete flight crew in the ready room. When planes are airborne, one crew is either flying in the helo or standing by on the flight deck. A back-up crew is available in the ready room. The back-up crew helps in logistic missions and any SAR effort.

Generally, six hours of the air crewman's shift are spent in either a standby or alert status. When they are up on the flight deck, with the "go" pilots, the crewmen help in the preflight and make sure their equipment is ready to go, and capable of completing a mission. The other half of the crewman's shift is occupied with his normal work in rate.

**F**LIGHTS CAN LAST anywhere from a couple of minutes to several hours, but 40 to 50 minutes is the norm. In the process, the helicopters often airlift equipment and supplies to other ships. One of the most prized cargos is mail. Approximately one ton of mail is delivered each month to the ships which operate with *America*. This special delivery service is accomplished by hovering over the fantail and lowering the precious cargo by hoist. On these transfers, the crewman guides the pilot into position so that he can lower the hoist to the deck of the ship.

Throughout the transfer, he gives a steady stream of directions on the helo's intercom. This can be dangerous work if the sea is rough. Many times, the crewman has to give directions to the seaman on the deck of the ship via the helo's loudspeaker system.

On larger ships, such as DLGs and cargo ships

Tap to bottom: ADR1 Manuel Pintor models the latest in "wet crewman" fashions. He has on a torso harness with signalling device pouches and a UDT vest. In case of a rescue, he adds swim fins and a mask to his attire. (2) ADR1 Pintor makes sure his passenger is strapped in before accepting more cargo and mail from the Air Transfer Petty Officer in front of him. (3) "All set aft, sir." First Crewman, ADJ2 Joe Vonderheiden, is ready for takeoff.



with large flight decks, the helos land to avoid the hazards of hovering. However, the landing areas are sometimes very small and the pilot may elect to work with the hoist. If a landing is necessary in a confined area such as the fantail of a DLG, the crewman sticks his head out the side hatch and watches to make sure the helo is properly spotted over the landing area and that the tailwheel does not collide with something solid.

The rescue helicopters also carry passengers at the rate of five or six a day. However, the two-and-a-half-hour hop which includes 40 minutes of plane guard, 16 passengers and the delivery of 400 pounds of mail and 200 pounds of cargo, is not uncommon.

During one short cruise and partway through another, HC-2 Det 66's box score of lives saved stands at seven. There were seven chances to save lives, and the rescue aircrewmembers are batting a thousand.

Every day for an aircrewman is a working day. When the helo is not flying, he has maintenance work to do. When the ship is in transit, there is the boredom of standby. But one rescue makes this all worthwhile.

—Story and pictures by  
LTJG Marc E. Liebman, USNR.



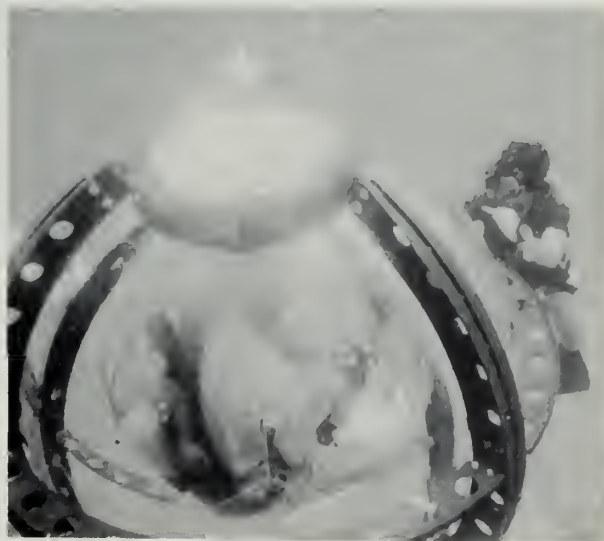
Top to bottom: AMS3 George Closson enjoys the flight. (2) ADJ2 Phil Fenimore's tired smile shows the strain involved in making a rescue. (3) ADJ Joe Vonderheiden describes something he's seen in the Tonkin Gulf. (4) AE2 Anthony Stornolo enjoys a piece of coke presented to the men of HC-2 Det 66 after making a rescue. (5) "Easy forward, 25 yards . . ." This is how the fantail of USS Coontz (DLG 9) looks to the approaching helo.



NEMO







**I**F UNDERSEA VEHICLES show style trends, forecasters might say that the round, transparent look is *in*. The latest entry is the Navy's *Nemo*.

The round, transparent design may have begun when the Navy began investigating the use of glass spheres for underwater conveyances. The Naval Civil Engineering Laboratory developed an earlier entry when a four-foot sphere of acrylic plastic was built to Navy specifications under the Navy Laboratory at NCEL and used on an underwater conveyance.

*Nemo* was recently put through a series of tests in the Atlantic near Grand Bahama Island where it descended to 500 feet.

The *Nemo* which descended into the ocean near Grand Bahama is not necessarily the only form in which the submersible spheres will be used. The tests merely showed that a 66-inch clear acrylic hull built of 12 spherical pentagonal sections would carry two men into the depths in relative comfort.

The men who descended in *Nemo* wore no special clothing.

**F**UTURE USES of the *Nemo* sphere may be numerous. In its present form, *Nemo* could be used as an underwater station for observing undersea work.

*Nemo's* great advantage, of course, is the visibility permitted its occupants. The two men inside the cap-

**Left:** Navy cameramen and safety observers from Southwest Research Institute surround *NEMO* during sea tests off Grand Bahama Island. **Above:** *NEMO* offers its operators a clear view of the undersea world around them.

# NEMO



Above left: Artist's concept shows how NEMO system will appear when manned at 600-foot depth on the seafloor. Top: Navy combat crewman gets a closeup shot of the Naval Experimental Manned Observatory. Above: NEMO's base has two rings which form its support system. The bottom ring contains batteries and the top ring houses hydraulic equipment and electric motors.

sule can see in every direction except straight down.

That line of vision is blocked by *Nemo's* base, consisting of two rings which contain the capsule's support system.

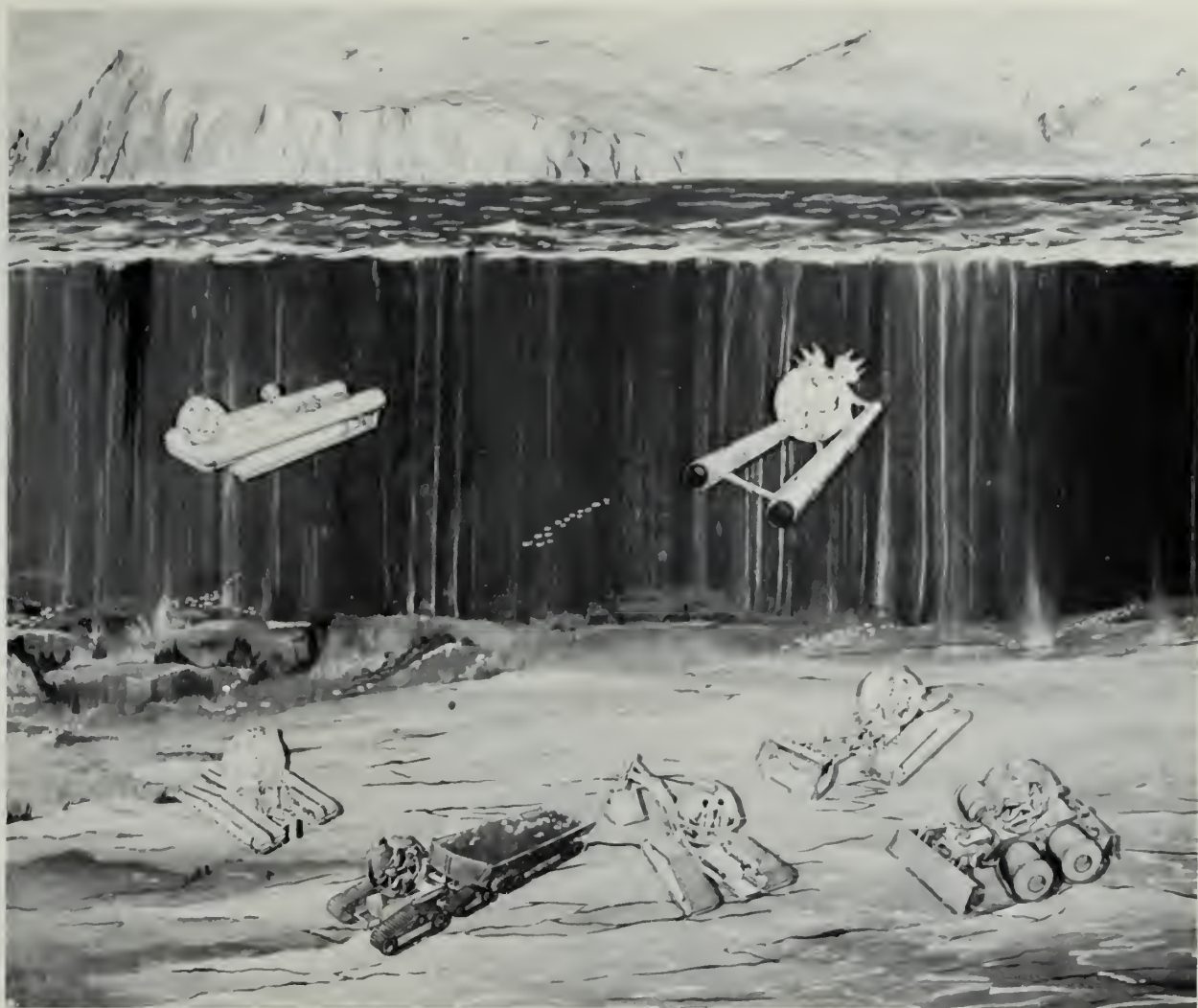
The bottom ring contains batteries and the top houses hydraulic equipment and electric motors.

Lights are mounted on the base to improve the view when *Nemo* reaches its design depth of 600 feet.

By using the lights, *Nemo's* operators can observe marine life, underwater work and what-have-you. While they are observing, they will enjoy a relatively unobstructed view.

**N**EMO HAS NO PROPULSION equipment. It reaches the bottom on a cable by virtue of its own weight and is anchored in place. Winches pull it to the surface.





Artist's concept shows how NEMO hulls might be used as cabs for seafloor pickup trucks, corers, drills, scoops, bulldozers and scrapers.

Below: The NEMO hull design has already been used for at least one other submersible, the Jahnson Sea-Link. This model shows how the NEMO type cabin is fitted to the metal diving compartment.



During *Nemo's* tests off Grand Bahama, more than 20 dives were made at varying depths and for differing lengths of time. Five hundred feet was the maximum depth reached in the Atlantic, although *Nemo* is designed for a dive to 600 feet. During the preliminary tests, *Nemo* performed according to expectations.

*Nemo* was returned to the Naval Civil Engineering Laboratory at Port Hueneme, Calif., for further testing in the Pacific before being accepted by the Navy.

The site selected for the Pacific tests was NCEL's Seafloor Construction Equipment (SEACON) location. It is eight miles south of Santa Barbara, between the mainland and Santa Cruz Island.

There, on a carefully surveyed seafloor, *Nemo* was expected to reach an unobstructed depth of 600 feet.





**T**RAINING IS BECOMING an increasingly important part of the U. S. Navy's Vietnamization efforts as the Republic of Vietnam's navy grows in size and strength. It will take effective leadership and skilled petty officers to assume the responsibilities, repair the gear and navigate the boats that are being transferred under the Accelerated Turnover to the Vietnamese program (ACTOV).

The American "brown-water navy" is fast becoming a thing of the past in Vietnam. Last June another 273 riverine combat craft were officially transferred to the Republic of Vietnam Navy in Saigon. It was the largest single turnover of boats yet and brought to 525 the number of riverine and coastal craft transferred under the ACTOV program. The Republic of Vietnam Navy is now the ninth largest in the world.

Most of the U. S. Navymen who had manned the boats had already been relieved by Vietnamese crewmen. Of those who remained, some will become advisors; others will be rotated outside the Republic.

With the transfer, the Vietnamese took over the major combat role in their own waters. With a scheduled turnover in December of its last 123 combat boats, the U. S. Navy will relinquish all surface combatant responsibilities in the country, according to Secretary of the Navy John H. Chafee.

But the U. S. Navy is staying in Vietnam to provide training and support for our allies. In many cases, Vietnamese Navymen are coming to the United States for training.

The Vietnamese Battalion at Officer Candidate School in Newport, for instance, now consists of 245 Vietnamese officer candidates, with a new class reporting aboard and another graduating each month. About 750 Vietnamese junior officers will have com-

# ACTOV

## PUTS THE EMPHASIS ON PEOPLE

Left: Vietnamese seaman examines the fire control unit aboard USCGC Yukatol. Below: Naval officer candidates from Vietnam stand in formation in a drill area during their training at the Naval Officer Candidate School, Newport, R. I.



## ACTOV

pleted OCS there by late 1971, when the program is scheduled for completion. See box on page 21.

The program is modeled after the U. S. OCS program and emphasizes aspects of naval science relevant to small boat operations in coastal and riverine areas.

The Vietnamese are sharing living quarters and dining and recreational facilities with their American counterparts in Newport. Despite 500 hours of classroom instruction and another 150 of military training during the 20-week course, they've had time for sight-seeing in Mystic Seaport, Boston and New York City.

Following graduation, the Vietnamese junior officers will report to Treasure Island for small boat indoctrination before returning to their country.

Thousands of Vietnamese enlisted men are receiving specialized training in fields ranging from electronics to underwater demolition. For example, there are about 100 Vietnamese attending ET "A" School. There are others at Navy schools throughout the United States, aboard ships being transferred to the Vietnamese and at support activities in the Republic of Vietnam. Highlights of the program include:

- The high endurance cutter USCGC *Yukatat* (WHEC 380) will be turned over early next year. Meanwhile, 15 Vietnamese enlisted men and one officer reported aboard a year ago in Boston to start learning their new jobs.

The Vietnamese have all been through U. S. Navy schools in their specialties. Once they're broken in, they'll help indoctrinate other Vietnamese shipmates who report aboard. By the time the ship is officially transferred, she will be manned almost entirely by Vietnamese Navymen.

The new crew members were checked out and took over regular watchstanding duties. The only minor problems were in Main Control and on the mess decks.

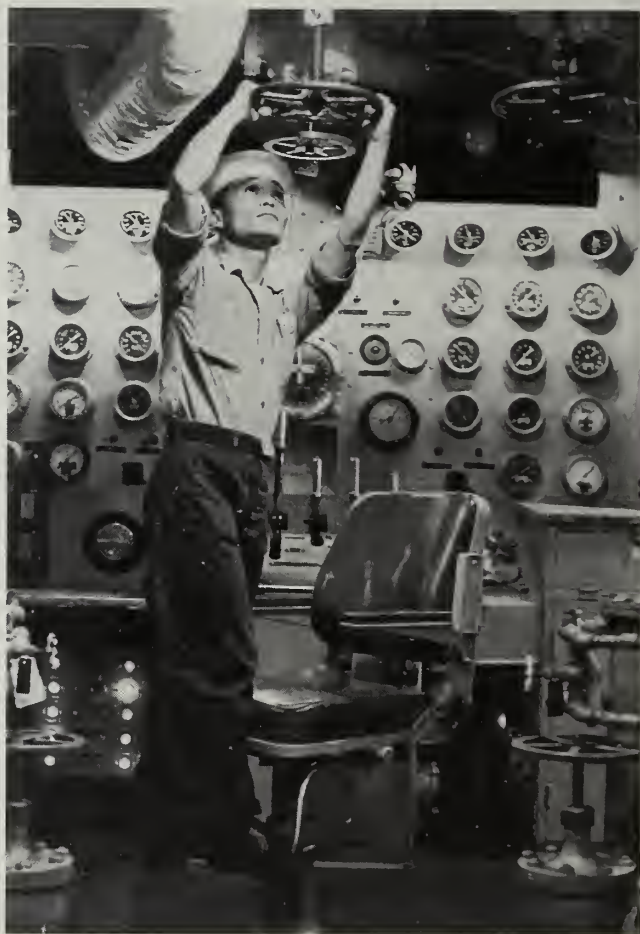
In the engineering spaces, some of the smaller Vietnamese have had trouble handling the throttle and reaching valves. They've solved their problems with a little ingenuity; Thruong Van Con, an engineman seaman from Saigon, says, "I stand on chairs to reach higher valves."

On the mess decks, it took the Vietnamese a while to figure out how to eat spaghetti. They say they'd prefer rice a little more often and, after the turnover, it wouldn't be surprising to find chopsticks rather than forks in the silver tray. Otherwise, there have been few adjustment problems.

Another high endurance cutter, USCGC *Bering Strait* (WHEC 382), will be transferred to the Vietnamese Navy at the same time as *Yukatat*.

- After five years of supplying everything from heavy machinery repair parts to food for sentry dogs to as many as 200,000 troops in Military Region I, Naval Support Activity Da Nang went out of business

Education and training by U. S. Navymen will give Vietnamese sailors the needed skill and leadership to assume responsible positions in the RVN Navy.







this summer. Its support mission was taken over by the U. S. Army and a new installation, the Naval Support Facility, was set up to handle Vietnamization efforts.

The new facility reflects an important change in the Navy's role in Military Region I. Navymen will now be concentrating on teaching their Vietnamese counterparts how to maintain and repair patrol and logistics craft. This will culminate in the turnover of the Small Craft Repair Facility sometime in 1972, according to present plans.

In July there were already 275 Vietnamese Navymen training at the facility. After 12 weeks of classroom instruction, the trainees go to work alongside U. S. Navymen and start using their growing skills. Some 120 of the Vietnamese had already become skilled enough to begin taking over jobs held by U. S. Navymen.

The complex is scheduled to become a combined command this fall. It will have an American commanding officer and a Vietnamese XO, American department heads and Vietnamese assistant department heads.

The assistants will relieve the department heads as they become qualified to do so; in 1972 the XO will relieve his superior and the complex will become an important facility in the Vietnamese Navy.

Two other detachments — an intermediate repairs base at Chu Lai for fast patrol boats and one at Thuan An for the repair of river patrol boats and junks—are also scheduled for eventual turnover to the Vietnamese.

- At the Naval Communications Station in Cam Ranh Bay, Vietnamese Navymen are learning to repair teletypewriters, largely because of the efforts of Chief Radioman George E. Johnson.

Chief Johnson set up the 12-week course a year ago. At the first class meeting, he gives each new student a cardboard box containing a dismantled teletype printer and tells him to put the parts back together again. It's a great confidence-builder; surprisingly, most of them manage it in about four hours.

The course includes background in basic electrical theory; instruction in the adjustment and repair of printers, keyboards and all other parts of a standard teletype; and a final three weeks of shop practice.

- Another place where Vietnamese Navymen are being trained to relieve their American counterparts is aboard the repair ships of the Seventh Fleet. One of these ACTOV centers afloat is the tender *uss Samuel Gompers* (AD 37).

Vietnamese trainees attend an orientation school in

## ACTOV

Saigon before reporting aboard the tender for on-the-job training. There, each is assigned an American Navyman as a personal instructor. Everything from electrical repair to pipefitting is being taught in the tender's many shops.

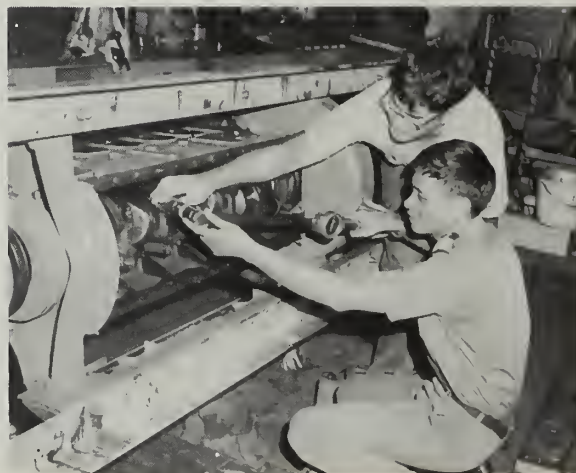
- Vietnamese frogmen are learning underwater demolition tactics in the field with U. S. Navy teams.

For instance, six members of an elite Vietnamese group have been working with Underwater Demolition Team II south of Da Nang to clear riverine areas of mines and booby traps. The team, itself under the tactical control of the Vietnamese Navy, is teaching the Vietnamese to handle all demolition assignments without American assistance. The men work together on a man-to-man level during actual combat operations.

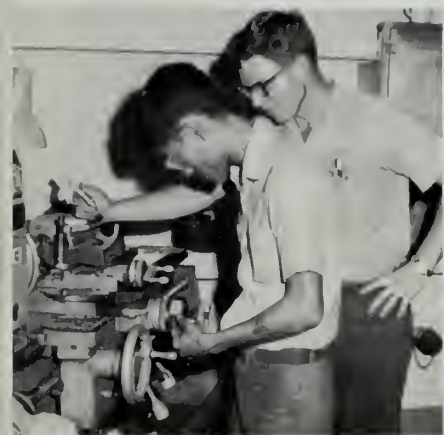
- Increasing numbers of Vietnamese Navyman and civilians are receiving on-the-job training with Seabees.



Republic of Vietnam Navyman learn such skills as operating drill presses, repairing generators and electric motors, rebuilding diesel engines and producing their own parts on machine shop lathes.







Boats, and skilled men to run them: the third ingredient for a navy is leadership and the U. S. is helping out here too. The first class of Vietnamese naval officer candidates graduated from OCS at Newport this summer.

The class had completed a 20-week program consisting of almost 500 hours of instruction in subjects ranging from shipboard maintenance to celestial navigation. Classroom study concentrated on areas of naval science particularly relevant to the billets many of the candidates will fill — small boat operations in coastal and river areas.

The 60 officer candidates also attended 148 hours of military drill, first aid and leadership training and physical conditioning.

Four classes totaling 245 candidates make up the Vietnamese Battalion at Newport. A new class reports every month and another graduates. About 750 Vietnamese junior officers will have been trained there by late 1971, when the program is scheduled for completion.

The program, modeled on its U. S. counterpart, is administered by nine Vietnamese Navy officers and 38 U. S. officers and senior petty officers. All instruction is in English.

After graduation, Vietnamese officer candidates will attend small craft training at Treasure Island before returning to Vietnam.

There are Vietnamese working in paving crews, at asphalt and concrete plants, in equipment repair shops, and even contracting for roadbuilding and repair projects.

During its recently completed deployment, Mobile Construction Battalion 121 trained members of the Vietnamese Army in the operation and maintenance of heavy machinery. MCB 121 also built two base camps for ARVN rifle companies and a machine shop for the Small Craft Repair Facility in Da Nang, among other projects.

Elsewhere in Vietnam, Seabee units built an ACTOV base for local riverine forces at Chau Doc near the Cambodian border and an elevated advance tactical support base at Chu Lai for Vietnamese river patrol forces in the Mekong Delta.

- Finally, last summer the city of Da Nang opened its first fire department fully manned by local citizens. The fire station had previously been operated by the U. S. Navy.

Training has been underway since last January to give Vietnamese the skills necessary to operate the three pumper trucks, 2200-gallon water tanker and ambulance which are part of the department's fire-fighting and rescue equipment.

The trainees have studied techniques in the classroom and in "hot drills" while assisting U. S. Navymen during actual fires in the city.

—JO2 Jim Shields, USN.

# FAMILIES & FRIENDS ON THE HIGH SEAS

## Aboard USS Chicago



Above: Crewmen, dependents and guests on the fantail of USS Chicago (CG 11). Right: A young lady tries her hand at tactical maneuvers.

*Yes, sea duty can be fun, particularly when the wife and kids are on board, or when a ship otherwise becomes a showboat for entertainment. And if home is where the heart is, USS Chicago (CG 11), Mahopac (ATA 196) and Eldorado (LCC 11), demonstrate that on occasion, home can be as mobile as a ship.*

**T**HE GUIDED MISSILE cruiser USS Chicago (CG 11) of CruDesFlot 11 held a special Dependents-Guests Day on a recent Sunday in San Francisco. The day was designated to provide Chicago personnel the opportunity to bring their families and friends aboard

for a day of visiting and relaxation before deployment to the Far East.

USS Chicago is presently part of Cruiser-Destroyer Flotilla Eleven. Her commanding officer is Captain Joseph E. Feaster and the executive officer is Commander Watt W. Jordan. Distinguished guests included Commander First Fleet VADM Raymond E. Peet and Commander Cruiser-Destroyer Flotilla Eleven RADM Arthur E. Esch.

Chicagomen met their wives, mothers, fathers and friends for an informal and relaxing day. The day started with morning church services and then families and friends shared the noon meal.

Next was a demonstration of shipboard equipment which included the launching of a Talos missile. Chicago has two systems forward and aft, each consisting of two large tracking radars, two smaller guidance transmitters, and a launcher which handles two missiles and associated fire control equipment.

This was followed by a spirited rendition by the COMCRUDESPAC Band which filled the fantail with a variety of musical styles and selections, including dance music.

For the children, cartoons were shown continuously during much of the afternoon.

As the day ended, families and friends were free to walk about the decks and familiarize themselves with the various jobs and activities aboard Chicago. By the end of the visit, it was clear the day was a success.







Above: A new skipper?? Right: Visitors enjoy a meal aboard CG 11.



## Family Cruise

**D**UE TO THE FAST TEMPO of fleet operations in the Western Pacific, it's not very often that the families and friends of Navymen stationed there are allowed to come aboard ship for leisurely cruises and a brief taste of life at sea. Especially in far Pacific waters.

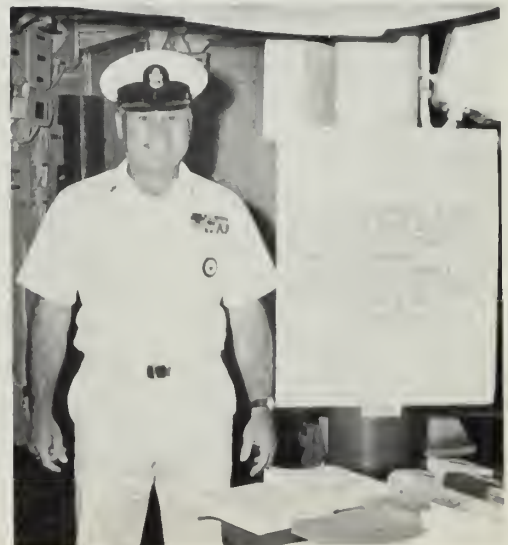
Recently, however, *uss Mahopac* (ATA 196) had the opportunity to hold a family cruise and, of course, she took it. The results were gratifying and indicated again the popularity of such events with Navy families.

With skies clear and a smooth sea, *Mahopac*, with over 40 guests aboard, got underway at 0900 from her home port of Yokosuka, Japan, and set her course for Tokyo Bay.

It took very little time for the guests to acquire their "sea legs;" tours conducted by individual sponsors were soon being held as families and other guests acquainted themselves with their ship and her mission.

A barbeque and buffet lunch was served on the fantail. Appetites were large, but there was plenty of good food and soft drinks for all. During the afternoon, the families watched various shipboard demonstrations. While returning to Yokosuka, the ship conducted life-saving exercises and also gave a number of dependents a chance to take the helm during some basic maneuvers.

Then came liberty, the day had been a complete success, and all participants—the crew, their families and friends alike—realized full well just how satisfying a well planned dependents' cruise can be.

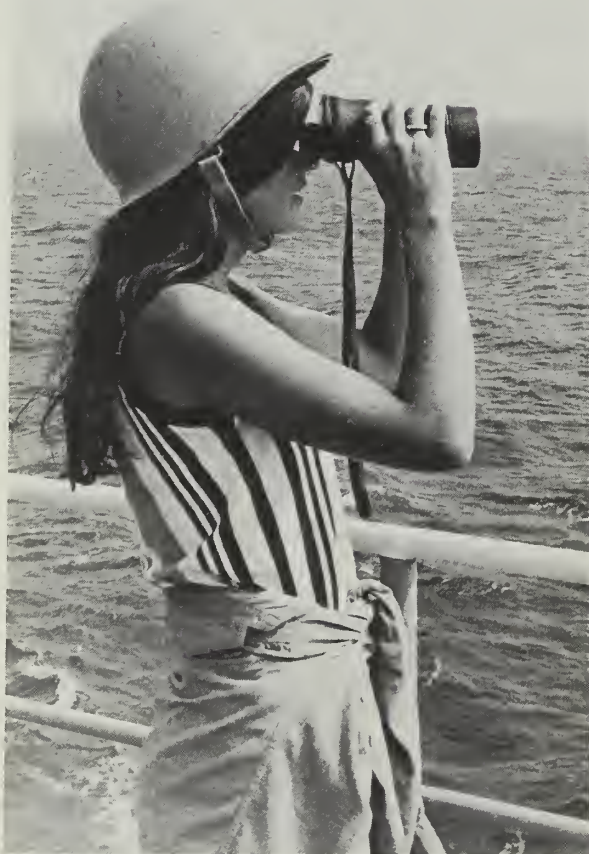


Above right: The crew of *USS Mahopac* (ATA 196) serve a barbeque and buffet lunch to guests. Right: BMC J. W. Hancock, Chicago's Career Counselor, stands ready to assist crewmen and their families during the ship's dependents' visit.

## Families & Friends



**"The Navy's  
not  
what it  
used to be!"**



**"THE NAVY'S just not what it used to be!"**

Imagine, if you will, a 15,000-ton U. S. Navy guided missile cruiser, fully equipped with heavy gun emplacements, missiles, and a crew of almost a thousand well-trained fighting men, hosting a party and a paper hat contest for nearly two score women and children in the middle of the Atlantic Ocean.

Top left: One of the dependents aboard USS Little Rock (CLG 4) tries her hand at a shipboard duty usually performed by one of the ship's crewmembers. Left: A pretty lookout, complete with bottle helmet, keeps her eye on the sea. Above: The ladies model their freshly made paper hats before an appreciative audience. The hats were products of a timed, hot-making contest scheduled by the ship's CO.





## Anyone can see that!

Does that sound anything like the traditional Navy man-of-war?

Well, this happened aboard *USS Little Rock* (CLG 4) during a 12-day cruise that took some 36 Navy wives and children of officer and enlisted crewmembers on a 4000-mile journey halfway across the Mediterranean Sea, and all across the Atlantic—from the shores of Italy to Newport, R. I.

The voyage was part of an experimental program sponsored by the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., as a morale booster for *Little Rock* as she carried out her official change of home port, after completing a long tour with the Sixth Fleet. She had spent almost four years in the Med, serving as the Sixth Fleet Flagship.

Warships aren't built to provide all the comforts most women are accustomed to, but the cruiser did her best to see that every possible convenience was made available.

Vacated officer staterooms were converted into living quarters for the 36 guests, and the tactical plotting room—formerly used as a War Room by the embarked admiral and his staff—was revamped into a combination lounge/nursery.

**T**HIS WAS THE DAILY ROUTINE at sea for the Navy dependents. Wives ate with their husbands in the various messes, and they were up as early as 0600 for a taste of Navy life at sea. After breakfast, various drills were conducted to acquaint them with shipboard procedures in the event an emergency should arise.

Among the events which took place on board was



Left: "Skipper, the landing party is ready." Above: Two "Mad Hatters" flank the *Little Rock's* CO at dinner in the ship's Wardroom. Below: Captain C. E. Little, CO of *USS Little Rock*, presents a "Mad Hatter" plaque to Mrs. Gerald S. Mertz, wife of one of the ship's crewmembers.

a "tea party" sponsored by *Little Rock's* CO, Captain Charles E. Little.

Pouring tea were Mrs. Roderick Rogers, wife of one of the ship's youngest enlisted crewmembers, and Mrs. C. Wells, wife of one of the young officers.

Despite the ship's guests, regular training evolutions continued, including the firing of the ship's big guns and small arms. The first time this occurred, the families were asked to stay in their quarters for safety, but they did see and enjoy a "fireworks" display one evening. (It will be a long time before they forget the sound effects.)



"...not what it  
used to be!"



Left: The ladies enjoy the sun and ocean from the decks of CLG 4. Below left: A little fellow gets a taste of Navy chow. Below: "Say, where did you get that wild-looking hat?" Right: A dependent is instructed in the use of the sound-powered telephone. Above: Interested wives and children are briefed on GQ procedures. Facing page: A Navy family enjoys the voyage from Italy to Newport.



Luxury liners on long cruises usually have a paper hat contest. *Little Rock*, not to be outdone, staged one of her own. The necessary supplies were purchased during a fuel stop at USNS Rota, Spain.

The second to last night out of Newport found the ladies, each assisted by her husband, competing in a timed hat-making contest. Various "bachelor types" from the crew acted as judges.

**W**ARMED BY A vegetable juice cocktail, spiced with hot sauce, each couple turned eagerly to this millinery occupation in a military setting. First-prize winner received an appropriate plaque depicting the "Mad Hatter"—Navy style.

Various shipboard procedures were slightly changed

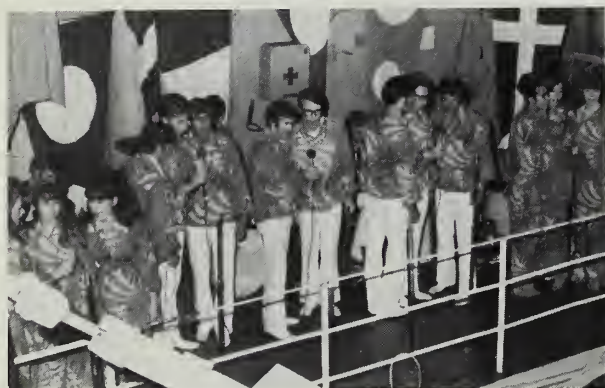
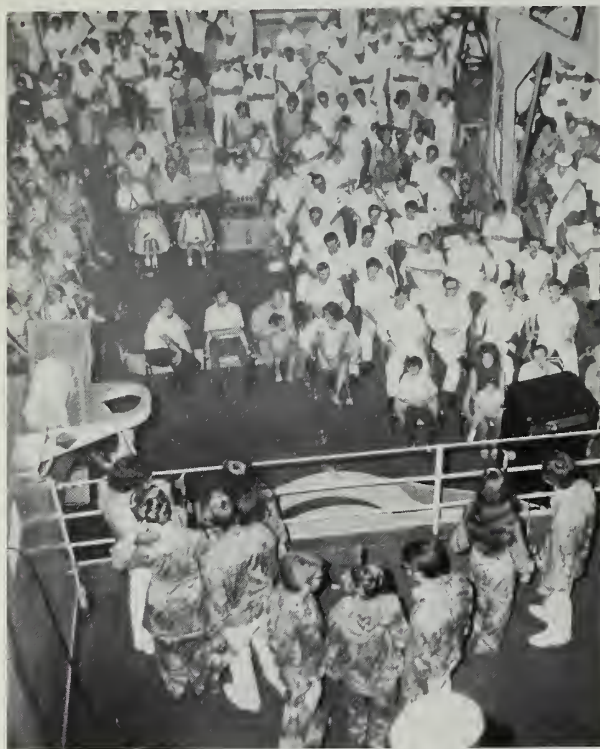
during this cruise. For instance, the usual harsh, rasping loudspeaker announcements suddenly became softer and less demanding, and instead of "General Quarters, General Quarters, All Hands Man Your Battle Stations," announcements were more likely to be "It is requested that all dependents stand clear of the weatherdecks while operating at high speeds."

The cruise went as smoothly as all those responsible hoped for and, to most of the crew, the families' presence became "old hat" after the novelty wore off. But every now and then, one of the old-timers would stand in the background muttering to himself, "This just can't be true!" One CPO who has been in the Navy for over 15 years summed it up eloquently: "The Navy's just not what it used to be!"





# Evening in Eldorado



IT IS NORMALLY WORK AS USUAL aboard USS *Eldorado* (LCC 11) during her WestPac tour, but on a number of occasions the amphibious flagship Navy men have been treated to heaping portions of color, folklore and plain good entertainment.

In Subic Bay, for example, according to a report from LTJG Mike McClellan, the ship was host for an evening of traditional Filipino songs and dances performed by students and teachers from Columban College at Olongapo.

The colorfully garbed entertainers—the men in light, barong tagalog shirts and the women in brightly colored, floor-length ternos which moved rhythmically to the native music—are known throughout the Republic of the Philippines for their excellence in the presentation of traditional dances such as the graceful Subli and the spirited Tinikling.

The latter proved to be a real show stopper, particularly when *Eldorado's* commanding officer, Captain E. Royce Williams, the ship's chaplain, LCDR George Bott, and other officers and crewmembers, said why not—and stepped lightly between the cracking, slapping bamboo poles which make the Tinikling fast, fun and a challenge for the fit.

After a costume change, the svelte Filipino coeds swayed gracefully in near-mini dresses and were an instant hit with the appreciative Navy men.

The Columban troupe travels considerably and performs about once a week. The collegians gained national recognition last year by taking first place in the National Spanish Dance Competition held in the Filipino-American Life Auditorium in Manila.

The entertainers had been on board *Eldorado* before, and were glad to be back. In a turnabout of sorts, the young men and women said they particularly enjoyed the *Eldorado* Navy men who joined them in singing traditional American and Filipino folk songs.



At left top to bottom: "The Certain Sounds" entertain over 200 crewmen, dependents, and friends. (2) Aboard the amphibious force flagship USS *Eldorado* (LCC 11), "The Certain Sounds." (3) *Eldorado's* Chaplain, LCDR George Bott, learns "Tinigling" dance.



Refreshments were served, and there was general agreement that Filipino culture can be fun.

Later, in Kaohsiung harbor, Taiwan, the *Eldorado* Navymen made an enthusiastic spectator transition from Filipino folk to spiritual and folk-rock, American style, compliments of the *Certain Sounds*, a California group on tour in the Far East.

The 29-member group, formed at the First Baptist Church in Van Nuys, Calif., four years ago, has toured the Far East each summer and has presented numerous concerts for U. S. servicemen.

During their latest summer tour, the young entertainers visited Japan, the Republic of the Philippines, Hong Kong and Taiwan. The *Eldorado* concert marked the *Certain Sounds*' first appearance aboard ship.

More than 200 crewmembers and guests gave a warm response to the *Sounds*' wailing guitars and impassioned vocals. Following the show, the crewmembers met the musicians and, as one Navyman said, "rapped about what's happening in music."

Involvement with the action, whatever kind, seems to be a tradition of the San Diego-based command ship.

Commissioned in 1944, *Eldorado* received two battle stars for World War II and eight in the Korean conflict.

As flagship for Commander Amphibious Forces, Pacific, she directed operations ashore and afloat during the assaults on Iwo Jima and at Hagushi, Okinawa.

In Korea, *Eldorado* coordinated logistics operations during the invasion at Inchon, and later directed the evacuation there.

In more recent years, *Eldorado* has engaged in amphibious operations throughout the Pacific, and in the course of her travels has won many friends for the United States.

—Photos by PH2 John Campbell and PH3 J. P. Arciniega.



Above left: Columban College dancer performs on board LCC 11. Above right: A native Filipino dance is performed by two students. At right top to bottom: and above: Columban College dancers perform different native dances for persons on board USS *Eldorado*.

## ● PERSONAL ASSISTANCE AT THE TOP

One of the major duties of the new Assistant Chief for Personal Affairs is to assist commands and individual Navymen with questions that can't be answered at the local level. (See Oct 70 All Hands, page 12.) Temporary phone numbers have been set up for career information queries. Officer Liaison Branch can be reached via Autovon 22-44811 or OX 4-44811; Enlisted Liaison Branch at Autovon 22-42041 or OX 4-42041. (If the numbers have been changed, your call will be transferred.)

If your query can be handled by mail, don't jam up the phone lines. Instead, officers' letters should be addressed to Officer Liaison Branch (Pers-P21), BuPers, Navy Department, Washington, D. C. 20370. For enlisted men, the letter should go to Enlisted Liaison Branch (Pers - P22), same address. Check at the local level first; your career counselor or CO can help expedite the answers.

## ● HOMEPORT STABILITY

A pilot program to increase Navymen's domestic and economic stability began in October, involving graduates of the Naval Destroyer School. The program will determine to what extent the Navy can guarantee assignment and reassignment, in separate sea tours, to the same home port.

Home port stability would make it easier for career Navymen to purchase homes, participate in community affairs and plan for their families' needs.

Stability would also produce significant savings for the Navy in permanent change of station moves.

## ● HOLIDAY ROUTINE AT SEA

The Chief of Naval Operations has acted to increase Navymen's opportunities for recreation, relaxation and worship during Sundays and holidays at sea. In a message to the Fleet (NavOp Z-38), he urged that underway evolutions be scheduled, whenever possible, to avoid hours traditionally set aside for holiday routine.

Exception to this policy is made for important Sixth and Seventh Fleet operations and for other situations when deemed appropriate by competent authority.

## ● MORE LEAVE FOR DEPLOYED NAVYMEN

Up to five per cent of assigned personnel may be granted leave when their unit is deployed overseas, according to a new CNO policy announced in NavOp Z-29, which also encourages commands to make maximum use of this authorization.

The percentage may be increased to 10 per cent as soon as the unit begins its return to the U. S. Leave may be taken in the U. S. or outside the area of deployment, as the individual may elect.

For more on leave and liberty, see the Bulletin Board roundup on page 45.



## ● FAMILY OVERSEAS CHARTER FLIGHTS SET FOR CHRISTMAS

The Navy has arranged charter flights to reunite families with their men aboard ships in four overseas locations this Christmas season. The flights will also be available to men on deployed units or overseas stations who want to take leave in the States during the holidays.

For details of the program, see page 46.

## ● FOR CHRISTMAS SHOPPERS

As an added service to patrons, the Navy Exchange has expanded its layaway policy to include all retail merchandise items. Payment for selected merchandise may be spread over a 60-day period (or over 90 days for Christmas toys, under a special payment schedule). Check with your local exchange for minimum dollar requirements and specific details.

## ● ANOTHER STEP TO IMPROVE HABITABILITY

In another step to improve habitability for Navy bachelors living in government quarters, the Chief of Naval Operations has authorized commands to install beer vending machines in BEQs for senior enlisted men, as well as in Bachelor Officers' Quarters. (See NavOp Z-35.)

This is part of a concerted effort to afford these Navymen the conveniences and privileges already enjoyed by personnel living in base housing or private rentals. The disparity has been partially alleviated, CNO says, with respect to possession and use of alcoholic beverages in room-type BEQs.

## ● FASTER CLAIMS SETTLEMENTS

Personal claims for lost or damaged luggage or household effects can now be settled with a minimum of delay (and sometimes on the spot).

BuPers made the speed-up possible by transferring responsibility for processing such claims to the district commandants. (For an example of fast claims settlements, see the story on hurricane "Celia" on page 56.)

## ● BY CASH OR CHECK

To insure best possible service for Navymen, current disbursing practices have been reviewed and a CNO policy on paydays has been announced in NavOp Z-40 (7 Oct 70).

All check paydays, required by law at large activities, are generally recognized as the most effective and secure; adequate check-cashing facilities will be provided in the immediate vicinity. Afloat and at small remote stations, where cash paydays are more convenient because of lack of such facilities, all Navymen will have the option of being paid by cash or by check.

For more on Navy pay, see "Questions and Answers on the Subject of Pay" in last month's issue.

## ● BETTER PERSONAL SERVICES

The Chief of Naval Operations has established minimum required standards of service at personnel offices, disbursing offices, household effects offices, dispensaries and other offices whose mission is to provide services to Navymen and their families.

A message to the Fleet (NavOp Z-36) emphasizes tailoring operating hours for the customers' convenience, cutting waiting time at offices to a maximum of 15 minutes, simplifying check-in and check-out procedures and improving the selection and training of Navymen in the personal services ratings.

For more information on personal services, see page 43.

## ● EXTRA POINTS FOR ADVANCEMENT

Results of the latest advancement exams were out in October. For the first time in that exam series, the Meritorious Service Medal and the Combat Action Ribbon counted for extra points in computing final multiples.

Henceforth, Navymen who have earned the former will be entitled to three points; those who have won the latter will receive two points. With competition as keen as it is, these extra points may come in handy for many.

For detailed information on crediting awards for advancement points, see BuPers Notice 1418 series.

## ● DEADLINE FOR ALTERNATE SCPOs, MCPOs

Navymen who are among alternates selected for advancement to senior and master chief petty officer must declare their intent of accepting or declining the advancement no later than 30 Nov. If your name appears on the list in BuPers Notice 1430 (6 Oct 70) and you have requested or currently possess an approved Fleet Reserve date, you must initiate immediate deferment or cancellation action if you intend to accept the advancement.

## ● COMMISSARY HOURS EXPANDED

In accordance with the new policy of tailoring operating hours to the customers' convenience (see page 43), the Chief of Naval Operations has approved a recommendation to extend commissary hours at 23 locations in the United States and two overseas. The expanded hours should lessen the usual Saturday morning and payday crowds, and provide more convenient service, particularly for working wives.

NavOp Z-39 (5 Oct 70) announced the new policy. Commissaries with new extended hours are at Quonset Point, Newport, Philadelphia, Oceana, Norfolk (two stores), Charleston, Port Hueneme, Seattle, Alameda, Moffett Field, Great Lakes, Jacksonville, Orlando, Long Beach, Memphis, New London, Little Creek, Pearl Harbor, Pensacola, San Diego, Miramar, North Island, Guam and Taipei.



# briefs navy navy navy navy

## • COMMAND FOR AVIATION LCDRs

Outstanding aviation officers (pilots and NFOs) now have additional opportunities to achieve significant responsibilities earlier in their careers. The rank of the CO, XO and all department head billets will be lowered in four aviation squadrons, permitting highly qualified LCDRs to attain aviation command. (NavOp Z-37 announced the new policy.) Lieutenant commanders to fill CO/XO billets will be selected by the FY 1971 Aviation Screening Board commencing this month.

## • LESS SP DUTY FOR SHIPBOARD POS?

A pilot program to revise shore patrol staffing and training procedures is set to begin early next year, probably in Norfolk, as announced in NavOp Z-26.

Scope of the proposal includes reducing the support requirement placed on Fleet units by making SP billets (E-5 and above) permanent shore duty billets at major Fleet concentrations in the U. S. and overseas, and improving professional competence by arranging formal training for prospective shore patrolmen.

## • SHIPHANDLING COMPETITION

In an effort to make the Navy more interesting, more challenging and more fun (and to improve training opportunities for junior officers), the Navy is setting up shiphandling competition, beginning next year. Line officers in grades lieutenant commander and below will be eligible to compete in the yearly type and squadron contests. (See NavOp Z-31.)

## • SHIP CUTBACKS AFFECT MANY

About 7000 Navymen will be affected by retirement of 58 more ships recently announced by the Secretary of the Navy. Some will be eligible for early outs; others will be reassigned.

Only nine of the 58 ships on the latest list are major combatants, among them USS Shangri-La (CVS 38), just returned from the Western Pacific. Average age of the ships is 21 years.

## • DUAL MAILING OF EXAM RESULTS

Even if you've been transferred since August, your exam results should have caught up with you by now. For the first time, examination results were mailed to both the former and the present duty stations of all who took the tests. Ways of speeding up the mailing of results are a continuing study at the Naval Examining Center in Great Lakes.

## • AUTOMATED CORRECTION OF EXAM DISCREPANCIES

The Naval Examining Center is now using an automated procedure for the correction of discrepancies in examination results. The discrepancy correction scan form in use should help reduce the workload placed on Fleet units in preparing letters of correction. The new form can be read by electronic eye and checked against computerized records.

ONE OF THESE MEN WILL BE

# THE NEXT

ONE OF THE FOUR MCPOs pictured on these pages will succeed GMCM Delbert D. Black as Master Chief Petty Officer of the Navy when the first MCPON retires in March.

All four finalists for the Navy's top enlisted post have outstanding records of service extending back to World War II, varied experience in many ships and units, and glowing recommendations from their commanding officers.

A large number of master chiefs were nominated by their commanding officers for the MCPON billet this year. Their records were given a preliminary screening by the June 1970 Senior and Master Chief Petty Officer selection board; then the best were passed on to a special MCPON selection board, which chose ten semifinalists (announced in *ALL HANDS'* October issue) and has now cut the list down to four.

The finalists are now being judged on their relative

HMCM Herbert V. Miller



BMCM Edward R. Pellom



AFCM John D. Whittet



AFCM Newman E. Wolf



# MCPON

merits in such areas as leadership ability, military bearing, oral and written expression, interest in and awareness of world and naval affairs, and other qualities as shown in their records and in statements by their COs and themselves.

Here are the finalists. One of them will soon be the enlisted Navyman's voice at the top—the senior enlisted advisor to both the Chief of Naval Personnel and the Chief of Naval Operations.

**M**ASTER CHIEF HOSPITAL CORPSMAN Herbert V. Miller has the shortest Navy career of the four—23½ years—but his is perhaps the most varied Navy experience; he's made rate in three different ratings.

HMCM Miller joined up in 1944 and became a CM3 (Builder) while serving with the 96th Naval Construction Battalion; he then left active duty in 1947. Coming back in as a seaman in 1950, he soon made Boatswain's Mate 3rd Class—and then in 1953 went to HM school and changed his rating to hospital corpsman.

Master Chief Miller has served aboard three ships—uss *Borie* (DD 704), uss *Okanogan* (APA 220) and uss *Henrico* (APA 45)—a construction battalion, various schools and naval hospitals, and several Marine units. He wears campaign medals ranging from the World War II Victory Medal through the Vietnam Service Medal, and has received a personal letter of commendation from CinCPacFlt. He became an MCPO 16 Feb 1969.

HMCM Miller, 44, his wife Elizabeth and their two sons, 14 and 10, live in San Diego, where he is now an instructor at the Naval Amphibious School, Coronado. He is a deacon of the Baptist Church, a board member and chief umpire for the local Little League, and active in other community activities.

**M**ASTER CHIEF BOATSWAIN'S MATE Edward R. Pellom has been in active Navy service 25 years, the last five as an MCPO. Joining in 1944, he has served on six ships—*Henry W. Tucker* (DD 875), (two tours), *Atlanta* (CL 104), *Nereus* (AS 17), *Lenawee* (APA 195), *Paul Revere* (APA 248) and *Ticonderoga* (CVA 14)—and a variety of shore stations. His shoreside experience includes recruiting and instructor duty, as well as his present assignment as Master Chief of NTC San Diego.

BMCM Pellom wears the Meritorious Service Medal, awarded for his service at NTC San Diego, and campaign medals from World War II, Korea and Vietnam.

A distinguishing feature of Master Chief Pellom's career has been the way he overcame a limited formal educational background, taking advantage of numerous in-service educational opportunities. En-

listing with only seven years of public schooling, he has since completed his high-school GED (diploma equivalent) and a college GED, and is scheduled to complete the requirements for an Associate of Arts degree in English soon at International University, San Diego, through study in his off-duty hours.

BMCM Pellom, 44, and his wife Glenice have six daughters, four now married and two, 15 and 10, living at home. He is active in church work and youth activities, Toastmasters International, Rotary and other community service organizations; Mrs. Pellom is president of the local chapter of the Navy Wives Club.

**M**ASTER CHIEF AIRCRAFT MAINTENANCEMAN John D. Whittet enlisted in 1943 and has spent his career in the Aviation Machinist's Mate rating. On three carriers—uss *Anzio* (CVE 47), uss *Lexington* (CV 16), and two tours aboard uss *Bon Homme Richard* (CVA 31)—in squadrons and in other aviation commands, he rose steadily through the ranks until his final advancement to MCPO three years ago.

His awards range from World War II through Korea and afterward. He is one of the few Navyman now on active duty who wears Combat Aircrewman wings. At present, AFCM Whittet is MCPO of Naval Station Argentia, Newfoundland.

Master Chief Whittet, 45, and his wife Helen have a son, Glenn, who has kept up family tradition by joining the Navy, and two daughters. He is a Sunday School superintendent and teacher, a board member of the Argentia CPO Club and Teen Club, and active in Cub Scouts and other community activities.

**M**ASTER CHIEF AIRCRAFT MAINTENANCEMAN Newman E. Wolf is the oldest (48) and has the longest service (well over 28 years) of the four finalists. He enlisted 12 days after Pearl Harbor as an apprentice seaman; just a couple of months after the end of the war, he became a chief aviation machinist's mate. Serving aboard the carriers *Coral Sea* (CVA 43) and *Bennington* (CVS 20), naval air stations and a variety of squadrons, he garnered the Navy Achievement Medal for service in Antisubmarine Air Group 59, and campaign medals from World War II through Vietnam.

Now Leading Chief Petty Officer/Senior Enlisted Advisor of Helicopter Combat Support Squadron 7, based at Atsugi, Japan, Master Chief Wolf has also seen duty with the U. S. Naval Attache in New Delhi, India. His education includes a year of college. He became an MCPO eight years ago.

AFCM Wolf and his wife Oliva have one married daughter. He is a Mason and has served on advisory boards of the CPO club and golf club and on the board of the local Enlisted Recreation Committee.

The four MCPON candidates and their wives have been invited to Washington to meet the Chief of Naval Operations, Admiral Elmo Zumwalt, Jr., and on 8 November will attend a party in their honor.

# TOPS

## The Latest Trophy Winners In the Fleet

**W**HAT ARE THE TOP SHIPS AND SQUADRONS in the Fleet? Most Navymen think theirs is among them (and who's to say they're wrong?).

No one will ever settle the question, but one place to look for an answer is in the pile of naval messages announcing the winners of yearly awards. Every year



type commanders single out the units they consider outstanding and award them "E"s for battle efficiency.

In addition, a handful of Navy units perform so well that they distinguish themselves throughout the Fleet. Such units may gain Navy-wide recognition by winning one of the trophies awarded by the highest echelons in the Navy chain of command.

Many of these awards recognize outstanding performances in two aspects of naval operations considered essential—battle efficiency and aviation safety.

**Above:** Officers aboard USS Austin (LPD 4) show that painting can be fun, especially when displaying Efficiency "E"s. **Left:** USS Guam (LPH 9) was one of the winners of the Admiral Flatley Memorial Award. **Below:** USS Intrepid (CVS 11) has won the Admiral Flatley Award four times since 1961.





## For Battle Efficiency

**T**HE BASIC MISSION of every naval unit is the same—combat readiness. The Navy recognizes outstanding records in overall battle efficiency through several awards, including the Arleigh Burke Fleet Trophy, the Marjorie Sterrett Battleship Fund Award, the Isbell Trophy (for ASW air squadrons) and Battle Efficiency "E"s.

- The Arleigh Burke Fleet Trophy is one of the most coveted Navy awards. It is given every year to one ship (or squadron) in the Pacific Fleet, and one in the Atlantic Fleet, which achieves the greatest improvement in battle efficiency during the competitive year.

Winners receive a plaque which is retained on board as a permanent record of their selection as one of the top ships in the Fleet.

Annual Burke Trophy winners have been selected by fleet commanders in chief since 1962. (See accompanying box for past winners.) Selections for Fiscal Year 1970 are *uss Dash* (MSO 428) from the Atlantic Fleet and *uss Hancock* (CVA 19) from the Pacific. Runners-up from other Atlantic type commands are *uss Robert H. McCard* (DD 822), *Picuda* (SS 382), *Rushmore* (LSD 14) and *Severn* (AO 61). In the Pacific, *uss Bonefish* (SS 582), *Dubuque* (LPD 8), *Implicit* (MSO 455) and *Lyman K. Swenson* (DD 729) were cited along with *Hancock* for outstanding improvements in battle efficiency.

- Another coveted award is the Marjorie Sterrett Battleship Fund Award, which dates back to 1916. It is named for a young girl who wrote a letter donating her weekly allowance (10¢) to help build a battleship for Uncle Sam.

The letter was published by a large newspaper and gained a great deal of publicity. The initial dime was supplemented by other donations and grew to a large figure—though not large enough to build a battleship.



Above: Seabees from Construction Battalions Four and Sixty-two won "E" awards for their units. Bottom right: An "E" award went to Richard E. Byrd (DDG 23) for outstanding battle efficiency during FY 1970. Right column from top: USS *Carol Sea* (CVA 43) won the Flatley Award for aviation safety. (2) Serving with the Second Fleet, USS *Independence* (CVA 62) earned top aviation safety award. (3) Representatives from all departments on USS *Amphion* (AR 13) help hoist the Battle Efficiency Pennant.

## ARLEIGH BURKE FLEET TROPHY WINNERS

Fiscal Year	Atlantic Fleet	Pacific Fleet
1962	Vesole (DDR) 878)	Forster (DER 334)
1963	Tironte (SS 420)	Patrol Squadron 22
1964	Porrot (MSC 197)	Cree (ATF 84)
1965	Dovis (DD 937)	Cook (LPR 130)
1966	York County (LST 1175)	Ronger (CVA 61)
1967	Shangri-La (CVS 38)	Ashtabulo (AO 51)
1968	Blondy (DD 943)	Frank Knox (DD 742)
1969	Wrongell (AE 12)	Plunger (SSN 595)
1970	Dash (MSO 428)	Honcock (CVA 19)

Navy officials decided to use the fund to encourage battle efficiency.

Until World War II, interest from the fund was used to pay annual prizes to turret and gun crews making the highest scores in short-range battle practice, and to submarine crews making the best scores in torpedo-firing exercises.

Since the end of that war, the Navy has emphasized overall combat readiness and has chosen Marjorie Sterrett Award winners from among the ships that have won battle efficiency awards for the competitive year. General policy has been to rotate the award among the various type commanders and to divide it between two ships, usually of the same type, one from the Pacific and the other from the Atlantic Fleets.

Marjorie Sterrett Award winners for FY 1970 have just been announced. They are *uss Lapon* (SSN 661) from the Atlantic Fleet and *uss Catfish* (SS 339) from the Pacific. Accumulated interest will be divided between the two ships' recreation funds.

- The Isbell Trophy is presented to the Navy's top antisubmarine warfare aircraft squadrons for excellence in Fleet ASW competition. The actual trophy remains in Washington, D. C., where the names of winning units are engraved on it; plaques are awarded to the winners.

Competition for the Isbell Trophy is based upon an 18-month cycle (rather than the usual fiscal year). The latest award winners, announced last spring for the cycle ending 31 Dec 69, are:

### Atlantic Fleet

Patrol Squadron (VP) 24  
Air Antisubmarine Squadron (VS) 32  
Helicopter Antisubmarine Squadron (HS) 5

### Pacific Fleet

Patrol Squadron (VP) 4  
Air Antisubmarine Squadron (VS) 33  
Helicopter Antisubmarine Squadron (HS) 4

- The best-known Navy award for outstanding ships and squadrons is the Battle Efficiency "E", awarded annually to units which demonstrate the greatest readiness for combat. (Competition among naval aviation commands is often based upon an 18-month cycle.) Competition for "E"s is between the individual ships

of each type command and final selection rests with the type commander.

Units which earn battle efficiency awards receive a plaque for permanent retention. They are also authorized to fly the "meatball" pennant and to wear a white "E" on the bridge bulwark during the competitive period following the award.

Second and subsequent awards are indicated by hashmarks under the "E". Commands which win five consecutive times may replace their white "E" and hashmarks with a Gold "E". Competition is fierce and Gold "E" winners are rare. ("Golden Ships of the Sea" in the April 1967 issue of ALL HANDS singled out half a dozen of them.)

At the same time, type commanders also select units for departmental awards. These are based upon performances by individual departments during specialized exercises. Departments compete for black "W"s for carrier weapons operations, white "A"s for top ASW efficiency, green "C"s for communications, and a handful of other specialty awards. (See the accompanying box for the story of two outstanding departmental winners.)

Enlisted crewmembers of winning units (or Navy-men serving in divisions which win specialty awards) wear the "E" shoulder patch on the right sleeves of their uniforms. The honor singles them out as members of outstanding Navy teams.

"E" winners for FY 1970 include the ships listed in the accompanying box. The August 1970 ALL HANDS has the latest "E" winners in naval aviation type commands.

### For Aviation Safety

**S**AFETY IS AN IMPORTANT PART of any naval operation. But the special hazards of air ops demand an even greater vigilance from all hands. Outstanding records in aviation safety are recognized by three different major awards: the Admiral Flatley Memorial Award, CNO Safety Plaques, and the CNO Readiness-Through-Safety Trophy.

- The ADMIRAL FLATLEY MEMORIAL AWARD is presented annually to two attack aircraft carriers, one antisubmarine warfare carrier and one helicopter carrier for outstanding achievement in all aspects of naval aviation safety.





Far left top: The Arleigh Burke Fleet Trophy is awarded each year to the ship or squadron in the Atlantic and Pacific Fleets which achieves the greatest improvement in battle efficiency during the competitive year. Far left below: CNO Aviation Safety Award. Center: CNO Readiness-Through-Safety Trophy. Above: Rear Admiral Lea McCuddin, Commander Carrier Division Three, congratulates Captain Samuel G. Garstline, Coral Sea CO, as he accepts plaque commemorating the Admiral James H. Flatley award. Center below: Isbell Trophy.

The awards are based upon a comprehensive evaluation of embarked aircraft accidents versus flight activity, contributions to Fleet aviation safety submitted by ship's company (or embarked air wing) and the type commander's overall appraisal of the ship's performance.

Winning units receive temporary custody of the Admiral Flatley Memorial Award, permanent custody of a replica of the trophy and a citation from the Chief of Naval Operations.

Winners for FY 1970 are *uss Independence* (CVA 62), *uss Coral Sea* (CVA 43), *uss Intrepid* (CVS 11) and *uss Guam* (LPH 9).

This is the second Admiral Flatley Award for *Independence* since her commissioning in 1959. During most of this competitive year, she has operated with the Second Fleet off the Atlantic Coast and in the Caribbean.

In the Pacific, *Coral Sea* won the Admiral Flatley Award for the second consecutive year and the third time since the award's inception in 1959. The trophy was presented at Hunter's Point Naval Shipyard.

During the year, *Coral Sea* completed 22,000 carrier landings, of which almost 6700 were night arrests. She recently returned from her fifth combat deployment to the Western Pacific.

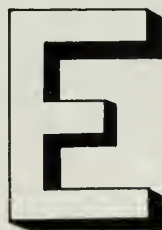
*Intrepid* won the Admiral Flatley Award for the fourth time (1961 and 67 as a CVA; 1964 and 70 as a CVS). Originally commissioned back in 1943, she has compiled outstanding battle records in both World War II and the conflict in Vietnam.

*Guam* was named safest amphibious assault ship during the competitive year. During that time she

logged over 4400 safe landings. On 5 July she recorded her 23,000th accident-free helicopter landing.

Her most publicized operation this year was her mercy mission to aid the victims of the earthquake that devastated Central Peru last summer. (The September issue of ALL HANDS has the story.)

• CNO SAFETY PLAQUES are awarded to naval air



THE WHITE BATTLE EFFICIENCY "E" is displayed on the bridge bulwark of most ships, the conning tower of submarines and, occasionally on the aircraft of winning squadrons. It is displayed from the date the winners are announced through the following competitive year.



A SERVICE STRIPE under the Battle Efficiency "E" denotes each subsequent consecutive award. When a unit receives five consecutive "E"s, the white "E" and service stripes are replaced by a GOLD "E". Each additional consecutive award is indicated by a GOLD SERVICE STRIPE.



THE UNIFORM INSIGNIA, white, blue, or gold only, is worn by all crewmembers of units which receive the Battle Efficiency award. The "E" is also worn by participating crewmembers of ships.

squadrons with outstanding safety records.

Among the factors considered in selecting winning squadrons are the quality of their accident reports and investigations, published articles on safety, recommendations for improvements to personal survival gear and other equipment, and significant improvements in safety records during the year.

Winning squadrons for FY 1970 include:

#### Atlantic Fleet

Fighter Squadron (VF) 103  
Attack Squadron (VA) 72  
Attack Squadron (VA) 85  
Patrol Squadron (VP) 5  
Air Antisubmarine Squadron (VS) 28  
Helicopter Combat Support Squadron (HC) 4  
Reconnaissance Attack Squadron (RYAH) 3  
Air Transport Squadron (VRC) 40

#### Pacific Fleet

Fighter Squadron (VF) 142  
Attack Squadron (VA) 128  
Attack Squadron (VA) 215  
Light Attack Squadron (VAL) 4  
Tactical Electronic Warfare Squadron (VAQ) 133  
Carrier Airborne Early Warning Squadron (VAW) 113

Patrol Squadron (VP) 4  
Helicopter Antisubmarine Squadron (HS) 4

#### Naval Air Training

Attack Squadron (VA) 205  
Patrol Squadron (VP) 68A2  
Fleet Tactical Support Squadron (VR) 1A3  
Training Squadron (VT) 5  
Training Squadron (VT) 28  
Helicopter Antisubmarine Squadron (HS) 74

Marine Corps aviation units that won CNO Safety plaques for FY 1970 include FMFPAC: HMMT 302, VM CJ 1, VMGR 352, VMO 2; FMFLANT: VMFA 251, HMM 365, VMGR 252; 4th MAW/MARTC: VMF 351, HMM 764.

• The CNO READINESS-THROUGH-SAFETY TROPHY is awarded annually to the major command which contributes most significantly to readiness through safety.

The winning command is entitled to display the Readiness-Through-Safety Trophy for one year, after which it is passed to the next winner. The command receives a replica of the trophy for permanent retention. Marine Corps Aviation received the award for FY 1970.

—JO2 Jim Shields

## THESE SHIPS WON "E"s FOR OUTSTANDING BATTLE EFFICIENCY DURING FY 1970:

#### Cruiser-Destroyer Force, Atlantic

Belknap (DLG 26)  
Richard E. Byrd (DDG 23)  
Joseph K. Taussig (DE 1030)  
Richard L. Page (DEG 5)  
William V. Pratt (DLG 13)  
Sampson (DDG 10)  
Semmes (DDG 18)

#### Cruiser-Destroyer Force Pacific

Brinkley Bass (DD 887)  
Henderson (DD 785)  
Long Beach (CGN 9)  
Maddox (DD 731)  
John R. Perry (DE 1034)  
Piedmont (AD 17)  
Ramsey (DEG 2)  
Schofield (DEG 3)

#### Service Force, Atlantic

Amphion (AR 13)  
Arcturus (AF 52)  
Noxubee (AOG 56) (earned while in the Pacific)  
Opportune (ARS 41)  
Paute (ATF 159)  
Papaga (ATF 160)  
Pawcatuck (AO 108)  
Rigel (AF 58)  
Sagamore (ATA 208)  
San Diego (AFS 6)  
Mobile Construction Battalion 62

#### Service Force, Pacific

Ajax (AR 6)  
Bolster (ARS 38)  
Cacapon (AO 52)  
Cree (ATF 84)  
Kaka (ATA 185)  
Mauna Kea (AE 22)  
Taluga (AO 62)  
Tutuila (ARG 4)  
Ute (ATF 76)  
Vega (AF 59)  
Mobile Construction Battalion 4

#### Submarine Force, Atlantic

Clamagore (SS 343)  
Fulton (AS 11)  
Greenling (SSN 614)  
Hammerhead (SSN 663)  
Jack (SSN 605)  
Jallao (SS 368)  
Lapon (SSN 661)  
Marlin (SST 2)  
Odax (SS 484)  
Parga (SSN 650)  
Petrel (ASR 14)  
Picuda (SS 382)  
Sirago (SS 485)  
Sunfish (SSN 649)  
Threadfin (SS 410)  
Tigrone (AGSS 419)

#### Submarine Force, Pacific

Catfish (SS 339)  
Guardfish (SSN 612)  
Florikan (ASR 9)

Gurnard (SSN 662)  
Plunger (SSN 595)  
Pomfret (SS 391)  
Queenfish (SSN 651)  
Salmon (SS 573)  
Sculpin (SSN 590)  
Swordfish (SSN 579)  
Tang (SS 563)  
Tautog (SSN 639)

#### Mine Force, Atlantic

Adroit (MSO 509)  
Alacrity (MSO 520)  
Bulwark (MSO 425)  
Dash (MSO 428)

#### Mine Force, Pacific

Constant (MSO 427)  
Guide (MSO 447)  
Leader (MSO 490)

#### Amphibious Force, Atlantic


Austin (LPD 4)  
Guadalcanal (LPH 7)  
La Salle (LPD 3)  
LCU 1490  
Rankin (LKA 103)  
Rushmore (LSD 14)  
Terrebonne Parish (LST 1156)

#### Amphibious Force, Pacific

Dubuque (LPD 8)  
Iwo Jima (LPH 2)  
Outagamie County (LST 1073)  
Whitfield County (LST 1169)



## DEPARTMENTAL AWARDS for battle efficiency

- THE BLACK W** is awarded to the most proficient carrier weapons departments.
- THE WHITE E** goes to the Navy's best gunnery and AA director crews.
- THE WHITE A** is awarded to those ships which demonstrate top ASW efficiency.
- THE RED E** is awarded the most highly skilled engineering departments.
- THE WHITE E** is given for excellence in surface-to-air missile operations.
- THE GREEN C** is awarded to the most proficient communications departments.
- THE WHITE M** represents proficiency in minesweeping operations.
- THE GREEN E** denotes a high degree of excellence in CIC operations.
- THE YELLOW E** goes to the most efficient CVA and CVS air departments.
- THE ASSAULT BOAT INSIGNIA**  is awarded for excellence in ship-to-shore movements.

uss *Austin* (LPD 4) and *uss Chicago* (CG 11) were among the biggest winners in the annual competition for departmental awards.

The fire control technicians and gunner's mates aboard *Chicago* joined a select group of Navymen who have helped win Gold "E"s for departmental excellence. The cruiser's missilemen captured the ComCruDesPac departmental award this year for the fifth year in a row.

Weapons departmental awards are based upon sustained excellence in readiness exercises, during inspections and for related support activities. During the year, *Chicago* completed all required missile exercises with high marks and also took on three special projects.

*Chicago* is armed fore and aft with the long-range guided missile TALOS. She also carries two medium-range TARTAR missile launchers, two five-inch guns, antisubmarine rockets (ASROC) and port and starboard torpedo tubes.

In the Atlantic Fleet, the assault transport *Austin* captured not only an "E" for overall battle efficiency, but also garnered six departmental awards for excellence in amphibious assault, engineering, operations, air, supply and communications.

*Austin* is capable of carrying more than 900 Marines and the equipment to support them, including smaller assault landing craft and helicopters. She is a member of Amphibious Squadron Two.

(ALL HANDS doesn't usually cover departmental

awards—there are simply too many of them—but we think that any department that distinguishes itself year after year, or any ship whose departments are so uniformly excellent, should receive special mention. If your unit has a corner on the awards market, let us know about it.—Ed.)



# from the desk of the Master Chief Petty Officer of the Navy

## White Elephants With Wheels



GMCM D. D. BLACK

**T**HE CIRCUMSTANCES surrounding the transfer of a 1st class petty officer from Pensacola, Fla., to Patuxent River, Md., last May were both unfortunate and enlightening.

The hardships, frustrations and, afterwards, the feeling of helplessness which accompanied the sailor's transfer arose out of his having purchased a White Elephant—a mobile home that was too wide. (See p. 53, ALL HANDS, October 1970.)

When this Navyman received orders for transfer, he applied at the Navy Household Goods Office in Pensacola to have his home towed to Maryland by a commercial carrier. The firm that was assigned the job inspected the trailer for travel-worthiness, measured it, and then informed the PO1 that they could not move it to Maryland because it was two inches too wide, even with the door knobs removed.

The man was told that certain east coast states had decided to tighten up on their restrictions on mobile homes towed over their highways. Strangely enough, one of the states mentioned, Georgia, was the state in which the mobile home had been built.

The sailor then contacted the dealer from whom he had purchased the home. He produced the bill of lading covering the shipment of the home from the factory, which described the particular mobile home in question as being 60 feet long and 12 feet wide—not 12 feet, two inches wide!

**T**HE DEALER called the manufacturer to get more information. He was told that the company had built quite a few mobile homes which were slightly over the legal and represented widths. The com-

pany supposedly maintained that the trailer had been manufactured within the legal limits because the law, at the time of the home's construction, stated that the width had to be 12 feet "or thereabouts." Unfortunately for the PO1, the laws of other states were a bit more specific than "or thereabouts."

The Navyman next took his problem to an attorney and was told that any legal action brought against the trailer manufacturer would probably be costly, complicated, and protracted and that the trailer would most likely have to remain in Florida pending a judicial decision. Since the man's family would continue to occupy their home, this would mean long months of separation after his transfer to Patuxent River, as well as trips back and forth for court appearances.

At this time—just five days before transfer—the man was informed by the trailer-hauling company that it would pull his home to Maryland, but only by a circuitous route through Alabama, Tennessee, Kentucky, Ohio and Pennsylvania. The question of whether the cost for the additional miles would be reimbursed at 74 cents per mile is yet to be decided. And due to the fact that more and more eastern states have tightened their towing regulations, the sailor says, he has an eight-thousand-dollar investment in Maryland which he may not be able to get back to his home state of Mississippi, or to any other duty station to which he may be transferred while in the Navy.

**R**EGRETTABLY, what happened to this Navyman is not an isolated incident. But the reason for relating his story is to make YOU aware of the problems which may arise out of owning a mobile home while in the service, and to alert you to be very careful if you decide to purchase one.

Recently, the Military Traffic Management and Terminal Service (MTMTS) issued a warning to all service members about the restrictions many states put on the widths and lengths of towed trailers. MTMTS has found that trailer manufacturers have produced numerous trailers which are being sold as 12 feet wide when, in fact, their size may vary from 12 feet to 12 feet, six inches. Aggravating the problem is the fact that each state has its own criteria for measuring the width and length of a mobile home.

Most states, MTMTS points out, will issue permits for the movement of mobile homes up to 12 feet in width (exclusive of safety appurtenances) and 80 feet in length, including the prime mover (or, motorized truck or cab). But there are exceptions.

Massachusetts requires that the movement of a mobile home exceeding 10 feet in width must be by means of a lowbed trailer. The states of Connecticut, Pennsylvania, Illinois and Mississippi will permit movement of mobile homes up to 12 feet wide, including safety appurtenances such as safety lights on both sides of the frames.

(Continued on Page 51)



# A NEW LOOK

## At The Standards For Personal Services

**R**ESPONSIVE, QUALITY PERSONAL SERVICES for Navy-men and their families can go a long way toward making a Navy career even more attractive—so, at least, is the belief of the highest echelons of the Navy chain of command.

This concern with people is not new. The last three years have seen a series of steps taken by the Chief of Naval Personnel aimed at improving services for Navymen ashore and afloat. (See "More Personalized Attention to the Individual," Sep '70 ALL HANDS.) Concern with people led to the establishment of a Navy trouble-shooter in BuPers to help resolve personal problems. (See "Ombudsman," Oct '70.)

Navymen and their families have been receiving tremendous attention, and a great deal of action, at the very top: in the offices of the Secretary of the Navy and the Chief of Naval Operations. (See "Navy News Briefs" every month for the latest policies and programs.)

Among recent topics for concern and action are standards of service at Navy offices, in exchanges and commissary stores, and in officers' clubs.

**T**HE CNO HAS ESTABLISHED (in NavOp Z-36) minimum standards of service for personnel offices, dis-

bursing offices, household effects offices, dispensaries and other service facilities. Of particular concern are inconvenient operating hours, long waiting lines and lengthy procedures for checking in and out:

- Operating hours (as well as all other policies) of personal services facilities should be tailored to the needs and convenience of the customers.

- Long waiting lines at such facilities are unacceptable. CNO established "... a Navy-wide objective of 15 minutes as the maximum waiting time we should accept as our standard of service."

- Procedures for checking in and out should be simplified into a one- or two-step process requiring no more than 30 minutes.

- Navymen working at personal services facilities must be carefully selected, trained and motivated to provide the best, most courteous service possible.

- Personal services are essential to the Navy's readiness because they are "... directly related to the efficiency and motivation of the most important part of our weapons system—our vital manpower resources. ... We must put people first. ..."

**I**N OTHER recent developments in the field of improved personal services:

Advisory boards are set up to improve communications and respond to customers' needs in commissaries and exchanges.



## bulletin board

- Advisory boards will be formed at all Navy exchanges and commissary stores to improve communication between management and patrons, and to identify and respond to all customers' needs and complaints.

The boards will include representatives of tenant commands, detachments, Fleet commands in the area, wives' clubs and other appropriate organizations, selected on "a broad ethnic and representative minority base." Every effort will be made to represent adequately those Navymen who have the greatest need, and who make the greatest use of these facilities—specifically junior officers and enlisted men, and those with large families. (See NavOp Z-33.)

- Commissioned officers' open messes should take into consideration the varying tastes of different age groups when scheduling entertainment. In particular, they should not overlook the desires of younger officers.

A concerted effort should be made, CNO says, to include junior officers on advisory boards and to attract them to local officers' clubs by permitting casual wear (and flight suits at naval air stations) in at least one room of the club, and by inviting groups of young ladies (such as college sororities) to act as club hostesses at least one night a week. (NavOp Z-30 announced the new CNO policy.)

In addition, five "hard rock" clubs for young officers are being established at naval stations in Newport, Norfolk, San Diego, North Island and Pensacola. These clubs will have their own advisory groups made up of young officers.

### New Post-Active Duty Drill Requirements Spelled Out for Two-by-Six Reservists

The Navy has changed its requirements on post-active-duty drills for Naval Reservists now enlisting in the two-by-six program.

Up until now, post-active-duty drills and ACDUTRA (Active Duty for Training) had been required only in the case of those two-by-sixers who had voluntarily agreed to drill in exchange for Class A School training. Now, however, anyone enlisting in the two-by-six program on or after 15 Aug 1970 is being positively advised that he will be assigned to a Naval Reserve unit in Training Category "A" upon completing his active duty.

This requires attendance at 48 drills annually and the performance of not less than 14 days of annual active duty for training, exclusive of travel time.

Commanding officers and officers in charge have been directed to make sure each two-by-six applicant has full knowledge of this requirement before he enlists and to make sure each enlistee carefully reads and fully understands Paragraph 4 of the "Statement of Understanding"—NavPers 1130/10 (4-69) (formerly NavPers 222)—before he signs the statement.

The change in policy, announced in BuPers Message 121902Z, does not affect those Reservists who enlisted before 15 Aug 1970.

# LEAVE,



Alone in a small world all their own, a couple embraces in greeting on the fantail of USS Little Rock (CLG 4) shortly after the ship tied up in Newport, R. I.



# LIBERTY

## *... and the pursuit of happiness*

**L**EAVE AND LIBERTY are getting better than ever.

The Navy has announced several new policies within the past few months designed to give the Navyman more time off. For instance:

- In the great majority of cases, Navyman being transferred will be allowed 30 days' leave between duty stations, plus whatever travel and proceed time they're authorized. And if they decide not to take that much leave between stations, they will be given full opportunity to take leave after they've been at their new duty station a while. (BuPers Notice 1050 of 22 Sep 70 and NavOp Z-04)

- As long as a unit's readiness is not seriously affected, commanders of ships and other units deployed overseas are authorized to grant leave to as much as five per cent of their personnel at one time *during* the cruise—and up to ten per cent as soon as the unit begins its return to CONUS. (NavOp Z-29)

- During the 30-day stand-down immediately after a deployment, at least half the crew of ships and squadrons may be granted leave. In many cases, COs of these units returning from extended cruises may give leave to even more than half of their men during the stand-down period. (NavOp Z-13)

- Navyman who pull duty on legal holidays while their ship is in port will now be given a compensatory day off during the regular work week. (NavOp Z-21)

- Wherever possible, liberty will be in six sections for ships in the following areas: CONUS, Alaska, Hawaii, Bermuda, U. S. Caribbean ports, and Canada. For ships in other areas, four-section liberty is authorized; this includes ships which are in their overseas homeports and all ships away from homeport overseas. There will be exceptions in a few cases, especially when security requirements of weapons or nuclear power plants make them necessary, but the general rule is six sections in most of North America and the Caribbean and four sections overseas.

To help make it easier for small ships to let so many men go at a time, ships that are nested or moored close together will combine their emergency action teams as much as possible. (NavOp Z-25)

These are some of the newest changes in a subject dear to every Navyman's heart: liberty and leave.

As is true of any subject of such widespread interest, people sometimes become confused as to exactly what the rules are. So here's a brief roundup of the essential facts on leave and liberty—what, when, how much and what they're worth.

### **F**IRST SOME DEFINITIONS.

**LIBERTY** — the evening, overnight, weekend or holiday time off you receive when you aren't in the duty section or otherwise restricted to the ship. It's

usually just overnight or for the duration of a weekend (the latter case is known as a "48," for the number of hours it lasts), but under some special circumstances COs can authorize 72s or even 96s. Liberty is not charged to your leave account.

**LEAVE** — authorized absence from duty that is chargeable to your leave account. Every Navyman on active duty for more than 30 days (except for periods of "bad time," e.g., confinement) earns leave at the rate of two and a half days per month, or 30 days a year. He may take the leave he has earned—plus a limited amount of the leave he hasn't yet earned—any time his CO allows him to.

**EARNED LEAVE** — the number of days of leave you have earned but not yet used. For instance, if you had been on active duty for one year (earning 30 days of leave) and had taken 14 days of leave during that time, you would have 16 days of earned leave "on the books."

**ADVANCE LEAVE** — the number of days of leave you can expect to earn during the remainder of your current enlistment. You can usually take a certain amount of your advance leave; for instance, in the above example, you might take 30 days—16 earned and 14 advance—as long as you had enough obligated active service to earn back those 14 days. When you take advance leave, it puts your account "in the hole" with a minus balance until you serve long enough to earn the leave time back.

**EXCESS LEAVE** — leave time granted which goes beyond the amount you could expect to earn in your current enlistment. Excess leave is granted only for emergency leave.

**SICK LEAVE** — authorized absence from duty while you are undergoing medical care. This is not charged to your leave account.

**SPECIAL LEAVE** — leave time (other than sick leave) which is not charged to your account. The only common situation in which special leave is granted now is when a man extends his 12-month Vietnam tour for six months or more; in this case, he receives 30 days of free leave.

**EMERGENCY LEAVE** — leave granted when the military situation permits if there has been a death in your immediate family, if your return home will contribute to the welfare of a dying member of your immediate family, or if your failure to come home would create a severe and unusual hardship on you or your family. Emergency leave is governed by some special rules, discussed below.

**YOU MAY TAKE** your regular annual leave any time, as long as your CO decides that your absence won't affect the mission of the unit. You may take up

## bulletin board



**HOME AGAIN**—Navy dependents welcome home the tonk landing ship USS Fresno (LST 1182) to San Diego after the ship returned from her first Western Pacific deployment.

to 60 days at a time—if no more than 30 days of it is advance leave.

Some of the times when leave is encouraged are: graduation from boot camp, when new Navymen are usually authorized 14 days; transfer between duty stations, when a man can normally take 30 days plus whatever travel and proceed time his orders allow; reenlistment, when you may take any earned leave you have plus 30 days of advance leave, up to a maximum of 90 days; and the stand-down period after a cruise, when the men are encouraged to take

leave to unwind from the pressures of the deployment.

Of course, in all these cases you may choose not to take the leave you're authorized if you prefer to save it.

However, there's a limit to the amount you can save. You can have no more than 60 days on the books at the beginning of each fiscal year (1 July), on your first extension of enlistment, or on discharge or separation. Any leave you have accumulated over 60 days at these times is lost—wiped off the books.

(There is one exception. Men in hostile-fire areas are allowed to accumulate up to 90 days' leave on the books without losing any.)

On the other end, you are never allowed to have a minus balance of more than 30 days, except in the case of emergency leave, in which the limit is 45 days.

How do you figure out how many days you'll be charged? Two simple rules:

The day you check out does not count as a day of leave.

The day you check in doesn't count if you return by 0900, but does count if you check in after 0900.

**A**S WE MENTIONED EARLIER, emergency leave is under a different set of rules from regular leave. It may be up to 90 days long and may include as much as 45 days of advance *and* excess leave (but no more than 15 days of excess leave).

And it bears repeating that emergency leave is only granted for deaths or other *extremely severe* problems in your immediate family, as detailed in the

### PILOT PROGRAM FOR DEPENDENT CHARTER FLIGHTS

The Navy has arranged charter flights to reunite families with their men aboard ships overseas this Christmas season. The low-cost flights will also be available to men on deployed units or overseas stations who want to take leave in the States during the holidays.

In this pilot program, the following flights have been set up through the Davis Agency, Inc.:

Origin	Destination	Depart	Return	Round-Trip Fare	Airport Tax
Norfolk	Athens, Greece	20 Dec.	6 Jan	\$175	\$4.50
Norfolk	Nice, France	21 Dec	5 Jan	\$150	\$6.25
Oakland	Tokyo, Japan	16 Dec	30 Dec	\$305	\$3.00
Las Angeles	Hong Kong	18 Dec	27 Dec	\$380	\$5.00

Flights to CONUS are available from all the above overseas cities except Hong Kong for men and women stationed overseas. Fare will be the same as above. The schedule for this leave-in-the-States program is:

Athens to Norfolk, 21 Dec, return 5 Jan

Nice to Norfolk, 22 Dec, return 4 Jan

Tokyo to Oakland, 18 Dec, return 28 Dec

Active-duty Navy and Marine Corps personnel and their dependents (spouse, children, and parents living in the same domicile) are eligible to arrange transportation on the flights. Until 10 November, first preference for reservations will be given to dependents of men in deployed units and to active-duty personnel deployed or stationed overseas. After that date, any space remaining on the flights will be made available by the agency to all Department of Defense personnel on a first-come first-served basis.

Applications for reservations on the flights (for both families and servicemen) should be made through the serviceman's unit commanding officer, who will forward listings to the Chief of Naval Personnel. BuPers will then forward listings to the agency; the agency will collect fares and make all travel arrangements by communicating directly with the people planning to take the flights. Individuals must make their own arrangements for such matters as travel to the point of origin and hotel accommodations overseas.

Further details on the charter flights program are in NavOp 142158Z/67 Oct 70.



## Lots of Three-Day Holidays Upcoming in 1971

1971 should be a good year for liberty.

A new federal law means there will be EIGHT 3-day holiday weekends during the year. With the Chief of Naval Operations' new guidelines on compensatory time off (see "Navy News Briefs" in the October issue), even if you catch duty in-port or ashore on a holiday, you'll be eligible for an extra day of liberty during the week.

Time off will be granted on a one-for-one basis—one working day off for each day of holiday duty. If a holiday falls on a weekend, however (as Independence Day and Christmas do in 1971), and the Friday before (or Monday after) is observed as a legal holiday, then time off will be granted for the holiday itself, and for the Friday or Monday observed as a holiday.

Under the new federal law, certain public holidays will no longer be observed on their traditional dates. Instead, Washington's Birthday will be observed on the third Monday in February, Memorial Day on the last Monday in May, Columbus Day (a legal holiday for the first time in 1971) on the second Monday

in October and Veterans Day on the fourth Monday in October. (Thanksgiving Day will continue to be celebrated on the fourth Thursday in November.)

That means there will always be at least five 3-day holiday weekends every year. (Labor Day, the first Monday in Sep, is the fifth.)

In 1971, there's an extra bonus. New Year's, Independence Day and Christmas all fall on Friday or a weekend; that raises the total to eight 3-day liberty weekends for in-port Navy-men. Here's the 1971 holiday schedule. If you have the duty on a day marked with an asterisk, you'll be eligible for compensatory time off, provided your ship was in port (or you're on shore duty.)

New Year's Day	Jan 1*2-3
Washington's Birthday	Feb 13-14-15*
Memorial Day	May 29-30-31*
Independence Day	July 3-4*-5*
Labor Day	Sept 4-5-6*
Columbus Day	Oct. 9-10-11*
Veterans Day	Oct 23-24-25*
Thanksgiving	Nov 25*
Christmas Day	Dec 24*-25*-26

definition of emergency leave above.

When your enlistment ends, if you have a plus leave balance (as almost everyone has), you may be paid for your unused leave—or, if you're reenlisting immediately, you may choose either to be paid or to carry your leave balance over to your new enlistment.

In the case of a minus balance at the end of your enlistment, what happens depends on the circumstances. If you're leaving active duty, or reenlisting within three months of your normal EAOS, your final pay will be docked for the amount of leave you owe. However, if you reenlist more than three months early, or if you're discharged early to accept a commission or warrant, your minus balance will be carried over to your new service record.

An enlisted man with a plus balance at the end of his enlistment will be paid for unused leave at the rate of a day's basic pay for every day of leave on the books, plus 70 cents a day for subsistence and (if he has dependents) \$1.25 a day for quarters.

Officers being released from active duty have an easier figuring job. They simply get a day's regular pay and allowances for every day of leave on the books.

*This is just the bare outline of the Navy leave and liberty system. The regs (a whole chapter in the BuPers Manual and a stack of directives) add a lot of ifs, ands and buts. If you have questions about leave and liberty that aren't answered here, ask your friendly personnelman for help.*

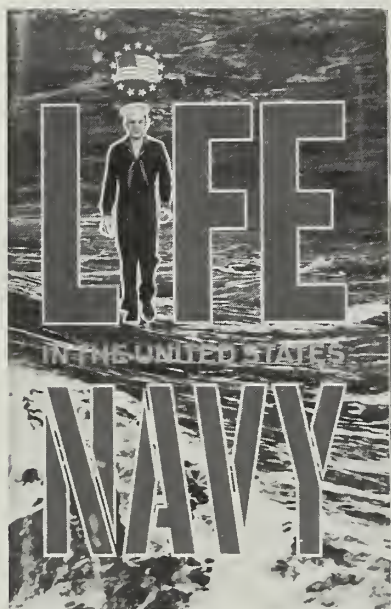
*And while you're on that leave or liberty—have a good time.*



# "A" is for AUTOMATIC ADVANCEMENT

**T**HE NAVY'S PROGRAM of automatic advancement on graduation from certain Class "A" and service schools has been expanded.

Now Navy men and women who graduate from many schools may be advanced to petty officer 3rd class without having to complete correspondence courses, practical factors, time in grade E-3, or an advancement examination. And for graduates of EOD, UDT and SEAL basic schools, the automatic advancement may be either from E-3 to PO3 or from PO3 to PO2.



The accelerated advancement program is open to graduates of the schools listed at the end of this article. Here are the rules on the program:

- Only the percentage of men listed (25 per cent or 15 per cent, in some cases) of each graduating class may be automatically advanced.
- The man must be recommended for advancement within the rating for which he is qualified by the commanding officer, officer in charge, or director of the school he is attending.
- The man must have at least six years' active obligated service, including time already served in his current enlistment. (Naturally, if he is in a program which requires more than six years, the greater requirement will still apply.)
- The man must choose automatic advancement

while he is still in school, and must execute any necessary extension of enlistment at or before the time he graduates. (Previously, a man who was otherwise qualified could choose automatic advancement up to a year after he graduated.)

**T**HE PROGRAM IS LIMITED to the schools listed below. Men attending other schools must fulfill all the usual requirements—courses, practical factors, time in grade, CO's recommendation and successful completion of an exam—before they can be advanced.

The percentage limitations don't necessarily mean that only the top 15 or 25 per cent of the class may receive automatic advancement. Preference will be given in order of class standing; but still, if enough higher-ranking students in a class turn down the chance for automatic advancement, even the lowest-ranking man could become eligible.

In the case of EOD, UDT and SEAL school graduates, only one automatic advancement is allowed per man. For instance, if a man had received accelerated advancement to PO3 when he graduated from some earlier "A" school, he is not eligible for automatic advancement to PO2 on graduation from basic EOD, UDT or SEAL school.

These new rules went into effect 1 Oct 1970. Anyone who entered a school (in which automatic advancement was authorized) before that date may receive automatic advancement under the old directives in force at that time.

More details on the new automatic advancement program are in BuPers Notice 1430 (22 Sep 1970).

**H**ERE'S THE LIST of schools and programs which offer automatic advancement:

- Men in the Advanced Electronics Field (AEF) or Nuclear Field (NF) may be advanced to PO3 on completion of Class "A" school or the preliminary phase of the training curriculum (e.g., Phase A-1 of the ET "A" course), if they are eligible to continue in their respective programs.
- All graduates of the following basic UDT/EOD/SEAL courses may be advanced automatically one grade to PO3 or PO2:
  - UDT Replacement Training Course, NAVPHIBSCOL, Little Creek, Va.
  - Basic UDT/SEAL Training Course, NAVPHIBSCOL, Coronado, Calif.
  - Navy EOD/Nuclear Weapons Course (Basic), Naval School, EOD, Indian Head, Md.
- 25 per cent of the members of each graduating class of the following Class "A" schools may be ad-



vanced automatically to petty officer 3rd class.

AC, AE, AG, AM, AV (AW & AX ratings), BT, CT (less CTA), DC, EM\*, EN, GMT, HT, IC\*, IM, MM\*, MR, RD, RM, SF, TD, TM

\*NF personnel in these courses will not be counted in computing the 25 per cent limitation, i.e., 25 per cent of the members of the graduating class who are not in NF will be eligible for automatic advancement.

• Fifteen per cent of the members of each graduating class of the following Class "A" schools may be advanced automatically to PO3:

AB, ADJ, AO, DP, DT, HM, PN, YN.

## Blue Angels May Have the Opening That You're Looking for, If You Meet the Quals

**T**O MAKE THE GRADE as a Navy or Marine Corps aviator, you have to be good—but only the best are considered good enough to become Blue Angels. Right now, the Navy's flight demonstration team is looking for outstanding pilots to apply for this glamorous and challenging duty.

The team is naval aviation's showcase before the public. The Blue Angels perform about 125 flight demonstrations a year at military bases, civilian airfields and air shows. In their blue-and-gold F-4 *Phantom* jets, the pilots thrill millions of spectators with demonstrations of tactical maneuvers and close formation flying. The demonstrations also serve as an effective way to interest young men in naval aviation careers.

The Blue Angels have billets for 10 officers, including seven pilots, one naval flight officer, one maintenance officer and one Wave officer.

Four of the pilots fly in "diamond" formations while two pilots fly solo. The seventh pilot narrates the demonstrations and conducts orientation flights. The naval flight officer serves as team public affairs officer and the maintenance officer is in charge of the team's 100-man enlisted maintenance crew. The Wave officer is the administrative assistant and assistant public affairs officer. Owing to normal rotation, there are two or three openings each year for Blue Angels pilots.

What type of pilots do the Blue Angels want? An applicant should be in his first year of a shore duty tour or should be expecting to rotate to shore duty soon. He should be a regular Navy or Marine Corps officer between ages 26 and 36, who has many hours of flight time to his credit, preferably in carrier-based jet aircraft.

The typical Blue Angels pilot or naval flight officer meets many other standards. He is able to fly exceptionally well and has the qualities of congeniality and adaptability which are necessary to live closely with his teammates for long periods. Of course, he must be able to represent the Navy creditably wherever team commitments may take him.

A Blue Angel is capable of withstanding long, grueling practices and road shows, demonstrates an unflinching good nature, and is able to express himself well on radio, television and in personal appearances on all subjects pertinent to naval aviation.



**FORMATION FLYING**—The Blue Angels demonstrate the six-plane Delta.

**T**HE NORMAL TOUR for an officer with the Blue Angels is from two to three years. Pilots return to duty of their choice in either the Atlantic or Pacific Fleet, after service on the team.

If you're a qualified aviator or flight officer and wish to apply, submit your application along with letters of recommendation from your previous commanding officers to: Officer in Charge, U. S. Navy Flight Demonstration Team, Chief of Naval Air Training, NAS Pensacola, Fla. 32508.

Duty with the Blue Angels has advantages, but it is not easy. The team is on the road for 10 months out of the year. This includes weekends and holiday operations, and averages 21 days per month away from the team's home at NAS Pensacola, Fla.

Some officers are so awed by the Blue Angels that they think they have no chance of being picked. Maybe so, but there's only one way to know for sure.

## Habitability Project

### By and For the Crew

The new Habitability Division on board USS *Kitty Hawk* (CVA 63) has completed its first major project—converting an unused jet-engine storeroom into a comfortable enlisted men's berthing space.

The men of the division installed all the ventilation, plumbing, lighting, partitions and tile and painted the compartment.

The new living space has racks for 72 men and complete head facilities, including six shower stalls.

Almost 30 pipefitters, carpenters and general handymen make up the division. They are responsible for improving living conditions for the carrier's 2500-man crew.

The Habitability Division was established last year while *Kitty Hawk* was in Puget Sound Naval Shipyard, Bremerton, Wash. (ALL HANDS, September 1970).

During the yard period, the division concentrated on rehabilitating berthing and head facilities. By the end of the overhaul, they had installed curtains and reading lights on all bunks, enlarged the lounges and made extra storage space for clothes.



**A THOUSAND DOLLARS PLUS**—Happiness lights the faces of Master Chief Personnelman Edward W. Emery, USN, and his family as Vice Admiral Dick H. Guinn, USN, Chief of Naval Personnel, presents Chief Emery an award of \$1065 for a beneficial suggestion that resulted in a savings to the government of \$20,483. Chief Emery, who is office supervisor in the Enlisted Personnel Order Writing Unit at the Bureau of Naval Personnel, was recognized for his suggestion concerning automation of enlisted assignment procedures. As a result of his suggestion, men in the Fleet receive word of their pending transfers sooner and many of the procedures for making assignments are now done more quickly and more economically by automatic data processors.

### At Great Lakes Naval Base: A Step Toward Improved Race Relationships

The 13-member race relations team from the Bureau of Naval Personnel spent a week in midsummer at the Great Lakes Naval Base at the request of Rear Admiral Draper L. Kauffman, USN, Commandant of the Ninth Naval District.

Various steps to improve race relations at the Great Lakes Naval Base complex are now being implemented as a result of the efforts of local naval officials in conjunction with recommendations submitted by the team from Washington, D. C.

Action is also being taken to increase the efficiency of administrative procedures and to make improvements in the physical plant facilities at the Naval Base as a result of other recommendations presented by the combined team.

Split into two sections, the team spent the period checking into possible problem areas.

The recommendations approved for immediate implementation included top priority for developing the

scope and importance of a Committee on Equal Treatment and Opportunity (CETO).

CETO, created at the Naval Training Center two years ago, will take on greater significance and will consist of officers and enlisted men of various ranks, ratings and ages, and approximately 50 per cent black, 50 per cent white. It will be chaired by the Naval Base Commander, Rear Admiral Kauffman, or his personal representative. CETO will be used as a sounding board to resolve potential problems and to ensure that grievances, particularly from junior enlisted men, can be aired and studied openly.

Additionally, the various commands that make up the Naval Base complex will create command CETO organizations which will channel their findings to the parent organization.

Other recommendations being acted on are:

- Training in race relations is being expanded throughout the 30,000-man base. A booklet, *Racism in America and How To Combat It*, will be distributed throughout the base. A strong policy statement con-



cerning racial matters has been issued by the Naval Base Commander.

- The Navy Exchange will expand its stock of black cosmetics, sundries, magazines, newspapers and other related items. It will also endeavor to obtain the services of additional barbers and beauticians who are expert in serving black personnel and their families. Regulations on haircuts (such as Afros) are being clarified by Navy officials in Washington.

- Additional books of interest to black Navymen are being ordered for the base library.

- Representation of minority groups in each watch section of the base law enforcement agencies will be sought as well as an improved racial balance in military security forces.

- A new correctional center is currently in the military construction plans to replace present facilities. Detention areas will be improved. More prompt re-assignment of personnel who have completed disciplinary punishment.

- The number of men in the transient personnel unit will be reduced markedly, reducing the delay in movement of Navymen to the Fleet, shore commands or to home. Top graduates in the Service School

Command will be given earlier orders in response to their choice of duty.

- The Navy Regional Finance Center has increased its efforts to handle more expeditiously the pay problems of all Navymen, particularly those in a transient or separation status.

- Other administrative procedures also will be streamlined to permit faster handling of personnel matters.

### SWAPS Computer Needs Better Info

The Exchange of Duty Officer in the Bureau of Naval Personnel, administrator of the new SWAPS program established by NavOp 16, is in many cases not receiving all the information necessary to process exchange of duty requests.

Requests for duty swaps in accordance with NavOps 16 and 57 (the latter has implementing instructions) are coming into BuPers. However, many of the requests do not contain personal information, such as evaluation marks, in the sequence required for key punching.

As a result, many requests are being returned for completion.

### FROM THE DESK OF MCPON (cont.)

States' regulations differ with regard to length as well. Connecticut restricts the movement of trailers to a limit of 75 feet in length, except on dual, divided highways, where trailers 80 feet long are allowed. The states of Florida, Alabama, Kentucky and South Carolina restrict trailers to 75 feet in length. Illinois sets the maximum length at 70 feet, whereas Mississippi allows trailers up to 78 feet in length. All these lengths include the length of the prime mover.

**A**NOTHER SITUATION many Navymen encounter is the problem they originally hoped to alleviate by buying a mobile home—lack of housing at their duty stations. Instead, mobile homeowners are often plagued with the problem of finding parking space at trailer camps. In certain areas of the country, trailer space is at a premium. This is another very important consideration when deciding to move or purchase a mobile home.

Many trailer parks discourage military personnel because of their "transient" status, preferring occupants who move in "permanently." In some areas, parks require the installation of awnings, steps, skirts and other additions, all of which add to the cost of setting up residence.

At present, *Joint Travel Regulations* authorizes 74 cents per mile as the maximum amount the government will pay for transportation of a mobile home. Not infrequently, however, the amount charged by the carrier will exceed this allowance by 50 cents to as much as one dollar per mile. Any charge in excess of 74 cents must come out of the

homeowner's pocket.

The use of an alternate mode of moving the trailer (because of a certain state's restrictions), such as by rail or truck, also adds to the man's moving bill. Likewise, if damage occurs during the movement of the home, the owner may have difficulty in holding the carrier liable. Usually the carrier is not liable for loss or damage to either the trailer or its contents caused by structural failure due to defects in the body (floor, sidewalls and roof), the undercarriage or the hitch. Unless the damage is caused by negligence on the part of the carrier he cannot be held liable. Too often, negligence of this sort is a difficult thing to prove.

**A**LSO NOT COVERED in the towing fee are any expenses for "flagging" or escort services, all tires and repairs, and additional insurance not provided in the basic contract for "Act of God" coverage and personal effects carried within the mobile home.

As you can see, the advantages as compared to the disadvantages of owning a mobile home should be carefully weighed by anyone thinking of purchasing one. For many Navy families, owning a mobile home offers the mobility that parallels the inherent mobility of Navy life, and is both an economic and pleasant style of living. At the same time, other families have suffered emotional and financial hardships by having invested in a home on wheels. Awareness of state regulations, the costs which accompany mobile home ownership and, initially, what they were buying, could have spared these families the hardships.

# EARLY OUTS

Men and women in six overmanned ratings—ADR, JO, LI, MN, PR and SD—are being offered release from active duty up to six months early in the latest phase of the Navy's early-out program.

Most other enlisted Navy men and women who were scheduled to leave the service in the first three months of 1971 are being released three months early, if they want to get out.

But there's a warning in the newest announcement: if you get out early and then change your mind, you may find it very difficult to get back in.

Here are some details of the fifth phase of the Navy's early separation program, announced in NavOp 49/70:

Men and women in all ratings whose EAOS was to come in January, February or March 1971 have been advanced to October, November and December 1970, respectively, unless they are in one of the ineligible categories listed below. (This is the first early-out phase for which WAVES are eligible.)

However, men in the ratings ADR, JO, LI, MN, PR and SD whose EAOS was scheduled for any time from January through April 1971 were to be released in October. Men in these ratings whose EAOS fell in May 1971 were to be released in November, and those who were due to get out in June 1971 are being separated in December.

In all cases, early release under the program is voluntary—provided the man involved is eligible for reenlistment. To be exempt from early separation, a man must meet all the qualifications for reenlistment—performance marks, professional growth, etc.—whether he actually reenlists or not.

Men in the following categories are not eligible for early release under the program:

- Attached to units of the 6th or 7th Fleets or the Middle East Force. These men will be released within a month of the time their unit returns from the deployment. If a unit is scheduled to deploy to one of these commands, men eligible for early release during the month of deployment will be released before the unit deploys unless the Fleet commander rules otherwise.

- In medical status. These men will be released as soon as treatment is completed.

- In disciplinary status. However, men who have minor offenses for which they are being disciplined after non-judicial punishment may be released early at the discretion of the CO—with their bad time being used to recompute their EAOS.

- Serving in-country or on non-rotated ships in Vietnam. Separate early-release programs are in effect for RVN returnees.

- Seabees. Men in construction ratings also have separate early-out programs.

- Scheduled for transfer to the Fleet Reserve or Retired List.

- Undergoing active duty training as Reservists.

- Aliens who do not have a Reserve obligation and who want to qualify for U. S. citizenship by completing three years of service.

- Men who want to complete 18 months of active service to qualify for full VA benefits.

- Men who are already scheduled for early release under some other program, such as an early out to attend college.

No one released under the early-out program who has been separated more than 24 hours may reenlist without approval by the Chief of Naval Personnel.

There is, of course, no guarantee that such approval will be granted.

Men with the classification "Recommended for Pre-

## BETTER CHECK FIRST O

**I**F YOU'RE A SENIOR PO and you're thinking about leaving the Navy when your current enlistment runs out, better think twice. You might change your mind after a few months on the outside and want to come back in.

Assuming that you'd be allowed to reenlist, it would be as a 2nd class or below in almost all cases.

First class, chief and senior chief petty officer grades have been dropped from the list of open rates for broken-service reenlistment—except for a very few diving, SEAL, EOD and nuclear NECs.

Men with a break of more than three months in active duty who want to join the Regular Navy will be allowed to reenlist only in the ratings on the open rates list. This rule applies to former Regular Navymen or members of other services who want to reenlist in the Navy, and to Naval Reservists or inductees who want to join the Regular Navy, after being out of active duty for more than three months.

However, the open rates list does not apply to Reservists and inductees who are now on active duty and who want to enlist in the Regular Navy without a break in active service, or to TAR petty officers who volunteer for general assignment. These men may be accepted for enlistment no matter what rate they hold.

In addition, some men reenlisting under the Selective Conversion and Reenlistment (SCORE) Program





ferred Reenlistment" (Code RE-R1) will receive preferential consideration by BuPers if they decide they want to come back in. And, effective 1 Jan 1971, men with this top classification will be allowed to reenlist any time within three months of separation without specific BuPers approval.

After 1 Jan 1971, all men in the next lower classification—"Eligible for Reenlistment," Code RE-1—will need the approval of the Chief of Naval Personnel to reenlist if they have been separated more than 24 hours, whether or not they were separated early.

These restrictions on reenlistment are made necessary by the Navy's smaller personnel needs in the wake of force reductions.

Now more than ever, the time for you to decide whether you want a Navy career is *before* you get out. After that, you may find it hard to get back in.

## REGS FOR REENLISTMENT

may convert to another rating as PO2, PO3 or identified striker. This applies to Regulars reenlisting under broken-service conditions and to Reservists with over 21 months' continuous active naval service who want to reenlist in the Regular Navy for a period of six years. PO1s are not eligible for the SCORE Program. For additional information, see BuPers Instructions 1440.27 series and 1130.4J, and the *Recruiting Manual*.

The new restrictions on broken-service reenlistments for PO1s and above are designed to protect advancement opportunity for career men with continuous service. During the present personnel reductions, career progression might stagnate if too many ex-Navy-men were allowed to reenlist in the higher grades.

Navy-men who left the service as PO1s and above may be allowed to reenlist after broken service at a lower grade, if some levels of their rating are on the open rates list. A former SM1, for instance, could reenlist as an SM3, provided he met the normal requirements for reenlistment.

However, if there is no petty officer grade listed for a man's rating, he must accept reduction to pay grade E-3.

A former YN2, YN3 or YNSN, for instance, has two options. He may reenlist as a seaman, or he can apply for conversion to a rate which is on the open

rates list and the SCORE instruction. The rating to which he converts must also be on the "To Which" list in BuPers Instruction 1440.27 series.

Of course, in all cases, a man will only be allowed to reenlist if he was recommended by his last commanding officer and meets all the requirements for reenlistment. Details on broken-service reenlistments are in BuPers Inst. 1130.4J.

Here is the open rates list.

### GROUP I (Deck)

BM3 BM2  
RD3 RD2  
SM3  
STG3 STG2  
STS3 STS2

### GROUP II (Ordnance)

FTG3 FTG2  
FTM3  
GMM3  
GMT3  
MT3 MT2  
TM3

### GROUP III (Electronics)

DS3 DS2  
ETN3 ETN2  
ETR3 ETR2

### GROUP IV (Precision Equipment)

IM3 IM2  
OM3 OM2

### GROUP V (Admin & Clerical)

CT3 CT2 (I, M, O, R, and T  
branches)  
RM3 RM2

### GROUP VI (Miscellaneous)

MU3

### GROUP VII (Engineering & Hull)

BT3  
DC3 DC2  
EM3  
IC3 IC2  
MM3 MM2  
MR3 MR2  
SF3 SF2

### GROUP VIII (Construction)

BU3  
CE3  
CM3  
EA3 EA2  
EO3  
SW3  
UT3

### GROUP IX (Aviation)

AC3\* AC2\*  
AG3  
AME3  
AMH3  
AQB3 AQB2  
AQF3 AQF2  
ASM3  
ASE3  
ATN3 ATN2  
ATR3 ATR2  
AW3  
AX3 AX2  
TD3 TD2

### GROUP X (Medical)\*\*

NEC Rates  
8402 HM1 HMC  
8405 HM2  
8406 HM2  
8409 HM2  
8417 HM3 HM2  
8432 HM2  
8452 HM3 HM2  
8482 HM3 HM2  
8483 HM3 HM2  
8486 HM3 HM2  
8492 HM3 HM2  
8493 HM2 HM1 HMC  
8495 HM3  
8498 HM2

### SPECIAL SKILLS (PO3 through CPO except as indicated)

NEC  
5311 Saturation Diver  
5321 UDT Swimmer (PO3 & PO2)  
5322 UDT/EOD Technician  
5326 SEAL Swimmer (PO3 & PO2)  
5327 SEAL EOD Technician  
5332 EOD Technician  
5341 Master Diver (CPO)  
5342 First Class Diver (PO1)  
5343 Second Class Diver (PO3 & PO2)  
335X Submarine Nuclear Propulsion Plant Operator\*\*

### NON-PETTY OFFICERS\*\*\* AN, CN, DN, FN, HN, SN,

\*Must meet requirements of Chap. 13.91, Transman.

\*\*Requires approval by Chief of Naval Personnel.

\*\*\*Open only to individuals with former service as PO3 or above who are accepting reduction to one of the non-PO grades indicated.





# NAVY LODGES

**T**HE NAVY'S MOTEL CHAIN is growing fast.

At last count, there were 779 units of temporary housing available at 34 naval installations in CONUS and overseas. And before this fiscal year ends next June, the number of units will have more than doubled.

In general, the motel-type accommodations are available as low-cost temporary housing for your family when you arrive at the station on permanent-change-of-station orders, while you're waiting to move into Navy housing or looking for civilian lodgings, or while you're waiting for your household goods to arrive.

If you're about to be transferred to a shore or sea command near an activity where temporary housing is available, you may reserve a unit in advance by writing to the Navy Exchange officer at the lodging site, giving the following information:

- Name, rate or rank, and serial number.
- Number of units requested. (A family of four needs only one unit. Larger families may be able to check out rollaway beds or rent more than one unit.)
- Reservation dates.
- Number in the family.
- Duty station to which you're ordered.
- Address of intermediate duty station or leave address to which confirmation of your reservation may be mailed.
- Present address.

The Navy Exchange officer will inform you whether lodging is available on the dates you request, and will tell you the price and types of accommodations you may receive.

**S**INCE 900 new units have been scheduled for completion this fiscal year, and 200 more every succeeding year until requirements are met, other stations besides the ones listed here will probably have some temporary lodging open by the time you're transferred. If your next duty station (or an activity near it) isn't on the list below, you might write to the Navy Exchange officer at your destination and ask if any units will be open by the time you'll arrive.

Here's the latest available list (as of mid-July) of installations where temporary Navy housing is available. The number of four-person units at each activity is indicated in parentheses. Occupancy of the units at Naval Station, Washington, D. C., is restricted to enlisted men, warrant officers, and commissioned officers 0-1 through 0-3.

In the last roundup on temporary lodgings (ALL HANDS, August 1970, page 52), under Naval Air Stations, there appeared an entry listing Brunswick, Ga., with temporary Navy lodging facilities. It should read: Brunswick, Maine, which now has 17 such facilities.

NS Adak (13)	NAS Memphis (10)
NAS Alameda (24)	NS Midway (6)
NS Argentinia (43)	NAS Maffett Field (24)
NTC Bainbridge (29)	NSA New Orleans (4)
NAS Brunswick, Maine (17)	NH Oakland (16)
NAS Cecil Field (8)	NTC Orlando (22)
NS Charleston (23)	NAS Pensacola (16)
NAS Chase Field (6)	NH Philadelphia (6)
NAS Corpus Christi (22)	NAS Point Mugu (12)
NAF EL Centra (7)	NAS Quanset Point (23)
NAAS Fallon (3)	NS San Juan (103)
NAS Jacksonville (31)	NS Subic Bay (20)
NS Keflavik (20)	NS Treasure Island (2)
NAS Key West (6)	NS Washington, D. C. (49)
NS Kadiak (12)	NAS Whiting Field (9)
NAS Lakehurst (9)	NSF Yakahama (93)
NS Mayport (18)	FA Yakasuka (82)

## More Motel-Type Housing

Two hundred units of temporary family housing are now under construction and scheduled to be completed by April at the Naval Base, Newport, R. I., and the Naval Submarine Base, New London, Conn.

Each motel-style unit will contain sleeping accommodations for a family of five, a bathroom and a TV set. A two-burner electric stove, refrigerator and garbage disposal will be included in a kitchenette in every unit.

Units will rent for \$8 a day to Navymen and their families who are being transferred to or from the activities, and to others needing temporary housing.

Newport will receive 125 units (112 guest units plus office/lobby and support units); New London, 75 (68 guest units plus office/lobby and support units).

The housing is being built under a "turnkey" contract by a Springfield, Mass., construction firm. In this kind of contract, the builder is responsible for both design and construction, as opposed to the traditional contract in which construction follows specific Navy designs.

The housing is the first turnkey project to be supervised by the newly established Northern Division of the Naval Facilities Engineering Command.



## List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Airport* (WS) (C): Drama; Burt Lancaster, Dean Martin.

*All Neat in Black Stockings* (C): Drama; Victor Henry, Susan George.

*The Day the Hot Line Got Hot* (C): Spy Comedy; Charles Boyer, Robert Taylor.

*A Black Veil for Lisa* (C): Drama; John Mills, Luciana Paluzzi.

*Marooned* (WS) (C): Space Adventure; Gregory Peck, Richard Crenna.

*Norwood* (C): Drama; Glen Campbell, Kim Darby.

*Togetherness* (C): Comedy; George Hamilton, Peter Lawford.

*The Crimson Cult* (C): Horror; Boris Karloff, Christopher Lee.

*Latitude Zero* (WS) (C): Science Fiction; Joseph Cotten, Cesar Romero.

*Hamlet* (C): Drama; Nicol Williamson, Gordon Jackson.

*Story of a Woman* (C): Romantic Drama; Bibi Andersson, Robert Stack.

*Run a Crooked Mile* (C): Mystery Drama; Louis Jourdan, Mary Tyler Moore.

*MASH* (WS) (C): Comedy; Donald Sutherland, Elliot Gould.

*Midnight Cowboy* (C): Drama; Dustin Hoffman, Jon Voight.

*Mosquito Squadron* (C): Drama; David McCallum, Suzanne Xeve.

*Perilous Voyage* (C): Drama; Michael Parks, William Shatner.

*The Adventurers* (WS) (C): Adventure; Charles Aznavour, Bekim Fehmiu.

*Suppose They Gave a War and Nobody Came* (C): Comedy; Suzanne Pleshette, Ernest Borgnine.

*King of the Grizzlies* (C): Drama; John Yesno, Chris Wiggins.

*Barquero* (C): Western; Lee Van Cleef, Forrest Tucker.

*A Man Called Horse* (WS) (C): Western; Richard Harris, Dame Judith Anderson.

*The Computer Wore Tennis Shoes* (C): Comedy; Kurt Russell, Cesar Romero.

*McCloud* (C): Mystery Drama; Dennis Weaver, Craig Stevens.

*Paddy* (C): Comedy; Des Cave, Dearbhla Molloy.

*Paint Your Wagon* (WS) (C): Musical; Lee Marvin, Clint Eastwood.

*Royal Hunt of the Sun* (C): Drama; Robert Shaw, Christopher Plummer.

*The Last Escape* (C): War Drama; Stuart Whitman, John Collin.

*Ritual of Evil* (C): Drama; Louis Jourdan, Anne Baxter.

*The Bushbaby* (C): Drama; Lou Gosset, Margaret Brooks.



*My Sweet Charlie* (C): Drama; Patty Duke, Al Freeman, Jr.

*To Commit a Murder* (C): Comedy; Louis Jourdan, Senta Berger.

*A Boy Named Charlie Brown* (C): Comedy; Animated.

## Deadline for White House Fellows

The White House Fellows Program was established in 1964 to give a limited number of gifted, highly motivated men and women first-hand, high-level experience in the process of governing a nation and a sense of personal involvement in the leadership of society.

Career Navymen are eligible for this highly competitive program; applications for the 1971 program must be postmarked no later than 1 Dec. (October's "Navy News Briefs" gave advance warning of the approaching deadline.)

Past White House Fellows have received special assignments with the White House Staff, with the President and Vice President, and with Cabinet officers.

BuPers Notice 1560 (8 Sep 70) has the details. Application forms (and more information) may be obtained from the Commission on White House Fellows, The White House, Washington, D. C. 20500.

# CELIA

"I'M OVERWHELMED by the way everybody has helped out."

"The most welcome sight was the truck that came around with milk, sandwiches and fruit for the children."

"The Seabees worked all night to restore our power and put roofs back on our homes."

If you'd been stationed at NAS Corpus Christi when hurricane Celia swept through the base on 4 August, you'd have heard (and maybe made) remarks like these.

The eye of the storm passed within two miles of the naval air station. Winds reached 160 miles per hour; seven to eight inches of rain flooded the base. Although the destructive winds and rain caused millions of dollars' worth of property damage, there were no reported injuries.

All Navy men and their families had been evacuated



from base housing before Celia's arrival. The bachelor officers' quarters, bachelor enlisted quarters, supply building and station theater all provided temporary shelter. The lack of injuries was in large measure credited to this action.

About 100 aircraft had been flown out, the rest were secured inside hangars and went through the storm undamaged.

**H**ERE'S HOW Navy men in the area responded to the natural disaster:

- Immediately after the storm had passed, a mobile sound truck began patrolling the station, informing people where food, medical assistance and emergency berthing were available.

- Within two or three hours, the enlisted galley went into around-the-clock emergency operation. Without electrical power, commissarymen first cooked with camping stoves and served meals by candlelight. By the next day the galley was on emergency generator power and cooking hot, balanced meals.

During the next five days, the galley prepared and served more than 50,000 hot meals to local families.

Some people couldn't get to the galley, so the galley went to them. A chow wagon serving hot dogs, sand-



Left top: Crumbled ruins of enlisted housing NAS Corpus Christi show the destructive force of hurricane Celia. Bottom: Major damage like this will be repaired by Seabees. This column top: Electric lines crews, Brovo Company, Naval Mobile Construction Battalion 74, use bucket trucks to remove and replace snapped wire lines. Above: The cargo doors of a C-124 seem to gobble up a Seabee line truck for NAS Corpus Christi. Twenty-one pieces of Seabee emergency equipment were sent to the Texas base less than 24 hours after Celia hit.





wiches and cold drinks made continuous tours through devastated base housing areas.

Members of the galley crew first worked straight through, then began relieving each other for a few hours of sleep and finally set up 12-hour shifts. CSCS Robert Dunlap explained, "We had no problems with volunteers. Many of their homes had been destroyed, but they were here the next day, helping others."

• In response to a call for assistance, the Commander, 20th Naval Construction Regiment at the Seabee Center at Gulfport, Miss., assigned a portion of one of his homeported battalions to emergency duties at NAS Corpus Christi.

Within 20 hours, electricians and builders from Naval Mobile Construction Battalion 74 arrived at the air station. Eighteen mobile generators were airlifted with them to satisfy the most pressing need: emergency electrical power.

**B**EFORE DARK the day after the storm, four generators had been tied in to essential locations. One went to the station galley, others to the commissary and cold storage plant to preserve critical food supplies, and the fourth to the base hospital.

Power line restoration began in earnest early Wednesday morning. Two crews started removing broken poles and restringing electrical lines.

Working 16 to 18 hours without rest, the Seabees managed to reset 30 to 50 power poles a day. After snapped wires were removed, the crews backed line trucks into a pole and connected a cable around it. With the cable secured, a winch held the pole upright while the hole was refilled with gravel.

At the same time, builders began emergency roof repairs in the hard-hit family housing area. During the first four days over 100 houses were repaired; more than a hundred families could return to their homes.

**I**N ADDITION the Seabees from Gulfport contributed almost \$1000 to victims of hurricane Celia. Also:

• Once food and shelter had been provided for all, a clean-up force was organized. Since the major dam-

Left: Winds of 161mph can rip off a roof in the wink of an eye. It takes Seabees just a little longer to replace it, but 100 roof repairs in a little more than two days is also fast. Below: Families are well fed at the enlisted galley throughout the days following the hurricane.



age was to the base housing area, this was given top priority. Navymen from local training squadrons were assigned to working parties.

• Within 24 hours of the storm, the Legal Department had opened a claims office and begun the processing of damage claims.

Navymen whose household goods, personal effects or automobiles had been destroyed or damaged received checks within 24 hours; emergency claims were handled in six hours, alleviating much of the distress felt by affected families.

As well as helping each other, Navymen took time to lend a hand in the civilian community. The Navy cooperated with the Army to set up a joint command which helped fly in supplies and medical personnel and set up portable galleys in Corpus Christi and other neighboring towns.

Hurricane Celia tried, but she couldn't stop 165 Navy and Marine ADCOP (Associate Degree Completion Program) students from starting (or resuming) classes at Del Mar College in Corpus Christi this fall.

Another 30 students were immediately re-assigned: 25 of them to Pensacola Junior College and two others to a participating ADCOP college in the San Diego area. The moves helped resolve a temporary critical shortage of housing in the area.

Present indications are that the shortage will be eliminated through repairs and new construction in plenty of time to accept the additional 75 Navymen scheduled to begin their studies at Del Mar next spring.

# letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers-31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

## Staff Corps Officers as OODs?

SIR: In what cases, if any, may staff corps officers on board sea commands be used as Officers of the Deck?—QMC M. F. K., USN.

• As far as we know, they may be OODs whenever they're qualified and the captain says they can.

Unless we overlooked some obscure regulation somewhere, there's no formal policy on using staff corps officers as OODs.

As a matter of actual practice, many Supply Corps officers are used as OODs in port, and on some ships as OODs underway. And we seem to recall hearing about a very few Medical Corps officers who qualified and stood underway watches.

Since the ultimate responsibility for a ship rests with the captain, he may (and does) delegate his authority to anyone he feels is qualified—and in some cases that includes staff types.—Ed.

## Severance Pay and the IRS

SIR: I served on active duty with the Navy from 1 Jul 1943 until 30 Jun 1959, at which time I retired because I was passed over twice for promotion.

At that time, I received severance pay equal to two years of my base pay and paid income taxes on this amount. I also, of course, paid income taxes on the six months of regular pay that I received in 1959.

When I left the Navy I heard, albeit unofficially, that if I qualified for retirement at a later date, I would have to pay back the severance pay out of my retired pay.

It looks like I may find out because I am now a commander in the Naval Reserve and have qualified for retirement when I reach age 60 on 26 Oct 1984.

Assuming I live that long, will I have to pay back the severance pay? If so, how, and at what rate? Would the \$3000 I paid in income taxes also be refunded?—CDR C. A. G., USNR.

• You would have to pay back the amount of the severance pay.

The money would be deducted from your retired pay by the Finance Center at a relatively painless two

and a half per cent per year of active service (used in computing severance pay) times the rate of basic pay at retirement.

You may even come out ahead of the game because the amount the Finance Center deducts from your retired pay is a deductible item for income tax purposes. Frequently, if income is high during retirement, this offsets the income tax paid earlier on the severance pay.—Ed.

## Family Separation Allowance

SIR: I have two questions on Family Separation Allowance (FSA).

A man receives PCS orders to a ship and does not move his family to the home port of the ship because he realizes that the ship will deploy upon his reporting. Is he entitled to FSA?

A man leaves his dependents in a city more than 50 miles from his home port and then is ordered on TAD outside CONUS for more than six months. May he receive FSA-II?—WO1 A. E. H., USN.

• Yes to both questions, provided the usual requirements for FSA eligibility are met. (We won't go into the whole Family Separation Allowance system here. It's covered in Part 3, Chapter 3 of the DOD Pay Manual.)

The location of a man's dependents has no effect on his entitlement to FSA-S (for duty on a deployed ship) or FSA-T (for temporary duty) unless they are living within commuting distance of his ship's deployed location or his TAD station.—Ed.

## Points for Commendation

SIR: The Manual of Advancement says two points may be allowed for awards credit for a letter of commendation addressed personally from the President, service secretary or heads of any U. S. military service.

I would like to know who the "military heads" to whom the manual refers are, and at what officer level you draw the line as to who signs the letter of commendation before it is worth two points toward the advancement multiple.—Career Counselor.

• The Military Head referenced in the Manual of Advancement is the



ranking officer of the branch of service in question. In practice, a letter of commendation bearing the signature of the Chairman of the Joint Chiefs of Staff, the Chief of Staff of the Army, the Chief of Naval Operations, or the Chief of Staff of the Air Force would entitle a man to two points toward his advancement multiple.—Ed.

### Marked Leadership Potential

SIR: I have a question concerning enlisted performance evaluations. Should a petty officer be assigned a mark in leadership and supervisory ability, if he doesn't have anyone working for him?

Some superiors say yes and some say no. I believe he can and should be assigned a mark based upon his leadership potential. I feel that a "not observed" mark in leadership for a senior petty officer is detrimental to his career.—PNCS L. A. C., USN.

• If you'd asked, "Can a PO be assigned . . . ?" we would give you a straight answer. Yes, a petty officer can be assigned a leadership mark, even if he doesn't have anyone working for him.

But you ask, "Should he be assigned a leadership mark?" That decision is left up to the reporting superior and his commanding officer.

### Advancement Points

SIR: I passed the February exam for Chief Shipfitter but was not advanced because of quota limitations.

That was bad enough but it hurt even worse when I learned that my final multiple was only .30 less than the minimum required for advancement. My final score, however, didn't include credit for the Combat Action Ribbon I was awarded three years ago.

Am I entitled to an additional two points for the Combat Action Ribbon in computing my final multiple?—E. L., SF1, USN.

• It hurts us to say no almost as much as it hurt you to be quotaed. The Combat Action Ribbon was not authorized to be used in computing exam final multiples until the most recent exam series. This means that the first men authorized extra points for the Combat Action Ribbon were those who took the August 1970 examination.

Assuming you were among them, we hope the additional points came in handy.—Ed.

According to the BuPers Manual, the mark in leadership and supervisory ability should not only reflect observed performance but also take into consideration the petty officer's

potential for further development.

The Manual also mentions the PO's effectiveness in using men, money and materials and his application of advanced management techniques as relevant in assigning a leadership mark.

On the other hand, the Manual says that, in any trait, a mark of "not observed" shall be indicated rather than an arbitrarily assigned mark which may not be indicative of the individual's performance. (Although the article refers to special evaluations, the rationale is pertinent.)

In sum, this is a matter of personal judgment. It's up to you, and your commanding officer, to decide whether you possess enough information to judge an individual's performance and potential.

As for a "not observed" mark being detrimental to a senior petty officer's career, we can only say that such a mark should not be considered negative in any way. It reflects the nature of the billet rather than of the person being evaluated.—Ed.

### No Plans for 3-Year Enlistment

SIR: Is the Navy Department considering a three-year enlistment program as opposed to four years? I've heard rumors that three-year enlistments may soon be authorized.—R. C. H., SK3, USN.

• Federal law authorizes three-year enlistments, but the Navy accepts only four-year enlistments, and there is no program underway to eliminate the four-year enlistment and replace it with a three-year contract.

The present law on the length of enlistments is set forth in Title 10, U. S. Code, Section 505 (c), and reads as follows:

"(c) The Secretary concerned may accept original enlistments in the Regular Army, Regular Navy, Regular Air Force, Regular Marine Corps, or Regular Coast Guard, as the case may be . . .

"(1) of male persons for the duration of their minority or for a period of two, three, four, five or six years;

"(2) of female persons for a period of two, three, four, five or six years."

—Ed.

The 371-foot ocean escort USS McCloy (DE 1038), assigned to the 2nd Fleet, steams into Newport.



## On Crediting Awards

SIR: A difference of opinion has arisen in this E & T Office concerning the crediting of awards in Block 15 of NavPers 1430/2 (advancement or change in rating worksheet), specifically, the credit for Good Conduct Medals.

Some personnelmen claim that the GCM credit should not be included in Block 15 if there is no letter from BuPers on record or if there is no entry in the service record authorizing such award, even though Page 9 and copies of NavPers 792 (report of enlisted evaluations) filed in the service record indicate an individual is eligible in all respects.

I maintain that credit should be given as long as eligibility requirements have been met even though the award has not yet been requested from the Bureau.

What do you say?—PNC R. A. E., USN.

• We have to agree with the other PN's, Chief.

Although the "Advancement Manual" states that you may enter credit for awards received or earned as of the date the examination is taken, you may only enter credit for those awards for which authorization is actually contained in the service jacket.

If, as you state, the member's service record indicates that he is eligible for a Good Conduct Award and no authorization letter is on hand, you may NOT enter credit for the award.

After the authorization letter is received, and if the period for which entitled ends on or before the date of the scheduled examination, it may be included in a request submitted to the Naval Examining Center for recomputation of the member's final multiple.—ED.

## Still Four Battleships

SIR: Recently I was looking through an encyclopedia article on the strength of major navies, and was puzzled to see that it listed the United States as having eight battleships.

It was my understanding that the U. S. has only four: Iowa (BB 61), New Jersey (BB 62), Missouri (BB 63) and Wisconsin (BB 64). Can you

tell me the names of the other four?—P. H.

• Your understanding is correct. The encyclopedia was either an old one or was using old information.

According to the Ship's Histories Section, Naval History Division of OpNav, only the four BBs you name are now on the Navy List. All four are in reserve, but there are no present plans to strike them from the list.

Here's the story on American battleship strength in the last couple of decades:

From the late 1940s until 1959 we had 15 battleships, active or in reserve. Five were stricken from the Navy List in 1959: Tennessee (BB 43), California (BB 44), Colorado (BB 45), Maryland (BB 46) and West Virginia (BB 48). Two more were stricken the next year: North Carolina (BB 55) and Washington (BB 56).

That left us with eight: four Iowa class and four South Dakota class.

## The Eagle Turns His Head

SIR: While browsing through the roster of CNOs in your July issue, I became aware of a change in direction of the eagle on the cap devices. Before World War II, the eagle was looking to the wearer's left; afterward, it was looking right.

Could you please explain how this came about and why?—ATN3 A. M. N.

• You're eagle-eyed, all right. We'd never noticed before.

The Uniform Board informs us that for many years the U. S. Navy used modified forms of the Napoleonic eagle in its devices and insignia for both officers and enlisted men. The Napoleonic eagle, for unknown reasons, faced left.

However, according to heraldic rules, an eagle should face right (toward the wearer's sword arm), or if worn on the sleeve or collar should face front. Navy Uniform Regulations was accordingly changed in 1941 to prescribe that the eagle on cap insignia should face dexter (right) instead of sinister (left).—ED.

Then in 1962, the four South Dakotas were stricken, leaving us with the four Iowas you named.

The encyclopedia may have been using some information that dated from between 1960 and 1962, when there were eight battleships.

Or its compilers may have been confused by the fact that five former U. S. Navy battleships are preserved as memorials by their name states: Texas (BB 35), North Carolina (BB 53), North Carolina (BB 55), Massachusetts (BB 59) and Alabama (BB-60). They may have counted these ships in their total, assuming incorrectly that they were still Navy ships.—ED.

## Home is Not Foreign Duty

SIR: I am a naturalized American citizen of Philippine origin and my duty station is currently aboard a service craft with home port in the Republic of the Philippines.

Although I am overseas, I don't draw foreign duty pay because, according to my personnel office, my home of record is the same as my duty station.

Is the Personnel Office correct or am I entitled to foreign duty pay?—L. B. A., USN.

• Your personnel office appears to be on the right track. Although the Republic of the Philippines is foreign to most Americans, you must have listed it as your home of record when you began your current enlistment. If that is so, you are not entitled to foreign duty pay.

The same would apply to an American citizen who was stationed in and a resident of Hawaii or Alaska or one of the United States possessions, including Puerto Rico and the Virgin Islands.

If an incorrect "home of record" entry was made in your service record the last time you enlisted, the error can be corrected. You must, however, be able to prove your home of record is indeed someplace besides the Republic of the Philippines.

Details on changing your home of record as it is listed in your service record can be found in paragraph M1150-3a of Joint Travel Regulations.—ED.





The tonker USS Elkhorn (AOG 7) at her Pearl Harbor berth after six-month tour off coast of Vietnam.

## Pro Pay Policy

SIR: Why don't diving corpsmen draw pro pay as first class divers do?

My NEC is 8493. Other corpsmen and I went through the same school and same classes as the first class divers (NEC 5342). I am now on sea duty and have been serving in a diving billet for three years. I do all the jobs that are required of other divers — cutting, welding and so on.

I think something should be done

about this matter, or at least we should have an explanation why it will not be done. All other diving corpsmen I have talked with feel the same.—HM1(DV) J. W. H., USN.

• We agree with you that an explanation for this seeming inequity is in order.

Your question seems to arise from the widespread — and mistaken — idea that pro pay is intended to be

a reward for work in especially demanding technical specialties.

If that were the case, it would be hard to find any Navymen who couldn't make a valid claim for pro pay. After all, every member of the Navy works hard in demanding jobs.

The real reason for pro pay is to provide an extra reason to ship over for men in certain specialties which have low reenlistment rates, high training costs, and low manning levels.

The policy on pro pay is set by the Secretary of Defense. According to his guidelines, every specialty — rating or NEC — is considered separately for pro pay.

The decision on whether a specific NEC will receive it is arrived at through strict mathematics, using a somewhat complicated formula including these factors:

- Training cost of the specialty.
- Its career manning level — the number of career men (PO2 and above) in the specialty, expressed as a percentage of the number of careerists the Navy needs.
- First-term and career reenlistment rates in the specialty in recent times.

If the training cost is high enough and the career manning level and reenlistment rates are low enough, a specialty will be eligible for pro pay.

In your case, the career manning level for NEC 8493 is too high for it to be eligible. For first class divers, the manning level is low enough (and the training cost high enough, and the ship-over rates low enough) to meet the requirements.

If the career manning level or the reenlistment rates (or both) for diving corpsmen were to drop in the future, you might be in line for pro pay.

However, your Variable Reenlistment Bonus now stands at a multiple of two. That means a healthy chunk of change, even without pro pay.—Ed.

## But She Did Sink a BB

SIR: As USS Sealion (LPSS 315) has been decommissioned, I would like to share with ALL HANDS readers some unique distinctions earned by this 25-year-old veteran submarine.

As if six war patrols, five battle stars and a Presidential Unit Citation

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying, the Editor, ALL HANDS Magazine, Pers-P31, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS LST 681—Former crewmembers who served on board the tank landing ship during World War II may contact Ed Musk, 2235 Silverville Rd., Freeport, Pa. 16229, for information regarding a proposed reunion.

• USS Quincy (CA 71) — Former

crewmembers may contact Joseph Sepe, 2242 E. Merrick Rd., Merrick, L. I., N. Y. 11566, for information regarding a reunion.

• LCI Flotilla II — The 10th reunion will include a tour of Europe from London to Naples during the summer of 1973. Former crewmembers (Europe, 1943-44) of the following LCIs (L) and staff are invited: LCI #1 through 5; 8 through 16; 32; 33; 35; 75; 193; 209; 211 through 219; 229; 231; 232 and 238. Paul L. Carter, LCI Flotilla II Reunion Assoc., Inc., 804 4th Ave., Iowa City, Iowa 52240, has the details.

weren't enough, *Sealion* is the only U. S. submarine ever to have sunk an enemy battleship. This occurred 21 Nov 1944, on her third war patrol, when three torpedoes from her forward tubes sent the veteran Japanese battleship *Kongo* to the bottom in just over two hours, thereby striking a severe blow to the Japanese navy's war effort.

Among *Sealion*'s other "onlys" are the two 40-mm deck guns she carries, and her distinction as the last LPSS (troop-carrying submarine) in service.

Her years of service with the Fleet have been heroic and a compliment to our naval heritage. I am proud to have been part of her crew at this, her last stop.—EM1 (SS) J. W. Clear, USN.

• Our hat is off to *Sealion*, which has indeed given her country a quarter-century of outstanding service.

However, long and bitter experience has taught us to beware of claims that a ship (or anything else) is "unique" or "only." Every time we let such a claim get into print without checking it, we can count on at least a dozen letters from irate crewmen of other ships providing irrefutable proof that it ain't so.

So we routed your letter to the Naval History Division of OpNav. Here are the comments of its historians:

*Sealion* is, as you say, the only U. S. sub ever to sink an enemy battleship. However, she is not the only sub on the Navy List which car-

ries 40-mm guns, and she isn't the last LPSS.

*Sealion* sank both *Kongo* and the destroyer *Urakaze* northwest of Taiwan 21 Nov 1944. Only two other battleships were sunk by submarine torpedoes in WWII, both British: Royal Oak and Barham.

At least three other submarines on the Navy List besides *Sealion* still have 40-mm guns: Cod (AGSS 224), Ling (AGSS 297) and Lionfish (AGSS 298). All three are now reserve train-

## Hulls by the Number

SIR: What is the difference between a ship's hull number and its bow number?—T. B. C.

• The number on the bow of a ship is the same as its hull number.

Of course, if you understand the hull number of a ship as including the type designation (CVAN, DD, CLG, etc.), then there's a difference. Combatant ships, since their types are so easily recognizable, have only the number painted on the bow without the type designation. Only a complete landlubber would mistake DLG 34 for CVA 34, even if they do have the same number on the bow.

In the case of auxiliaries, however, since so many types look much the same, the type designation without the "A" is painted on the bow with the number; for instance, the ammunition ship USS Mauna Kea (AE 22) has "E 22" on the bow.—ED.

ing subs. *Sealion* was the last sub with 40-mm guns in commission, but she isn't the only one on the list.

As to her being the last LPSS: sorry, but *Grayback* (LPSS 574) is still on active duty. The other troop-carrying sub now on the Navy List, *Perch* (LPSS 313), has served as a reserve pierside training ship since 1967.

We hope that sets the record straight—and we know that her lack of two accidental distinctions takes nothing away from *Sealion*'s accomplishments. Sinking that BB was no accident.—ED.

## 19-and-6 is Protected by Law

SIR: I'm told there are disadvantages to requesting transfer to the Fleet Reserve after serving "19 and six." Fact or myth?

It seems (or so I've heard) there is a public law which states a man may request transfer to the Fleet Reserve after serving 20 years in the armed forces, and that the Navy has interpreted this law to mean 19 and six by virtue of six months being called a year. The Navy, I understand, is the only service to do this.

It seems, or at least I'm told, that you can place yourself in jeopardy by using this interpretation—specifically, you can be dropped if not found physically qualified on every four-year physical, since you did not comply with the law and in fact do 20 full years.

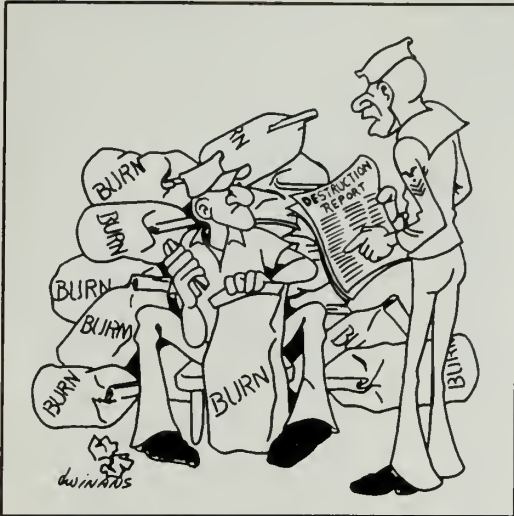
What is fact and what is sea tale? A local personnelman says he's never heard of the government's taking any action against a man who retired on 19 and six, but he guessed it could!—AGC M. C. G., USN.

• It's a sea tale.

The law you mention provides that a part of a year that is more than six months may perfectly legally be counted as a full year in crediting service for transfer to the Fleet Reserve.

As for being "dropped" if he doesn't pass a physical: that's nothing to worry about. A Fleet Reserve member who becomes physically disqualified for retention is not separated. He's simply placed on the Retired List at the same rate of pay received in the Fleet Reserve.—ED.





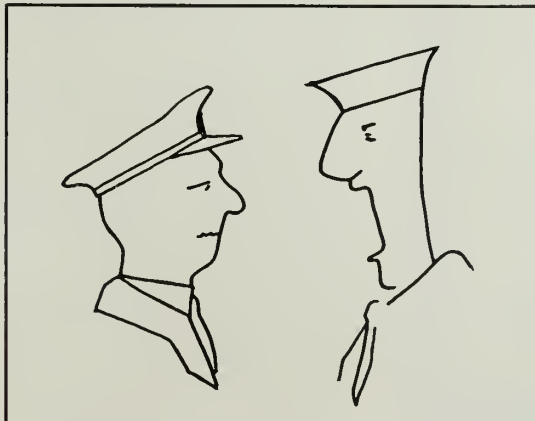
"The Captoin's decided he wants to keep this one!"

SKSN Mork A. Cole



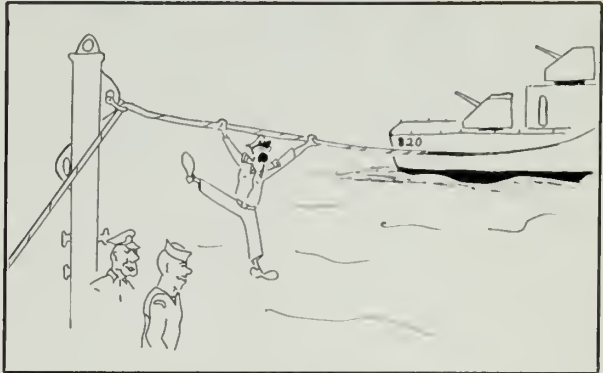
"I suppose you're wondering what I om doing?"

PN3 Robert E. Mortin



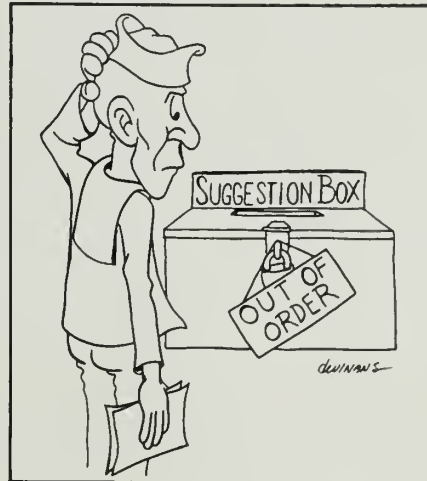
"Hey, Chief, how about joining our orchery club?  
We need o target."

TM1 Kenneth L. Mottson

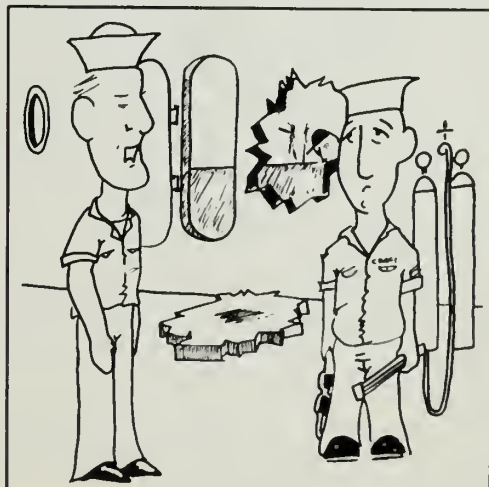


"Looks like the Disbursing Officer has lost the XO's  
pay record ogoin."

CT1 Donold L. Winons



PN3 Robert E. Mortin



"I don't wont you to think I'm being critical, SA  
Croft, but when I told you to remove that spot  
from the bulkhead . . ."

# TAFFRAIL TALK

**F**ROM TIME TO TIME we have found it appropriate to mention Fiddler's Green—a sort of combination Shangri-La, Paradise, Eden, and all of the other never-never lands you've ever heard of, all rolled into one—where, so the story goes, all good sailors (and those who have helped in any way to make a sailor's lot in life a happier one) go to their eternal reward.

In Fiddler's Green, there is no reveille, and old salts and jolly tars spend their days and nights singing, dancing and frolicking to their heart's content.

For the old boatswain's mate, who got his kicks whipping up elaborate and ornamental knot displays, there are miles and miles of pure white line—all he could ever want. For the chow hound the galley is always open; for the sack artist there is the most comfortable rack in the place, plus a permanent "Do not disturb, I had the mid" sign for his very own. Liberty hounds find eternal open gangway to neighboring clouds. Cumshaw, scrimshaw and midnight small stores all are blessed and accepted ways of life.

Those who enjoy sports and recreation have overflowing gear lockers—always open. Fishermen find holes where the big ones jump into the boat, and umpires and referees are blessed with perfect eyesight and the patience of Job. There always are lanes available for open bowling, and the tenpins are *not* nailed down. Not one picnic, beach party, ball game or golf date has ever, never been rained out.

Meanwhile, back on earth, the realities of the times insist that we be patient and wait for a visit to Fiddler's Green. But it has been with considerable pleasure that we recently have been able to report on changes and new attitudes within the Navy family that are intended to make this a better way of life for the individual.

★ ★ ★

**Y**OU CAN TELL YOUR FRIENDS that now it's official: the Navy's *Vanguard* satellite has traveled farther than any other man-made object in space and will continue to be traveling for the next 288 years. During its expected 300-year life, it will have traveled something like 42,225,000,000 miles.

According to officials of the Pacific Missile Range Satellite Geophysics Office at Point Mugu, Calif., the decay and reentry of the Army's *Explorer I* on 31 March this year left the Navy's *Vanguard I* as the oldest satellite now in earth orbit.

*Explorer I* was launched on 31 Jan 1958 and *Vanguard* went up on 17 March that year. The Navy satellite is expected to remain in orbit until the year 2258 or thereabouts.

The Navy is also responsible for the second and third oldest satellites—*Vanguards II* and *III*—which were turned over to NASA when that agency was established.

In fact, nine of the first 20 earth-orbiting satellites launched by the U. S. were Navy vehicles. They included the world's first satellite with a nuclear power supply, the first two satellites launched with a single booster, the first three launched on one rocket, and the first navigational satellite.

*The All Hands Staff*

**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles and information of general interest may be forwarded addressed to the Editor, **ALL HANDS**, Pers-P31, BuPers, Navy Department, Washington, D.C. 20370 (see below). **DISTRIBUTION:** By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

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Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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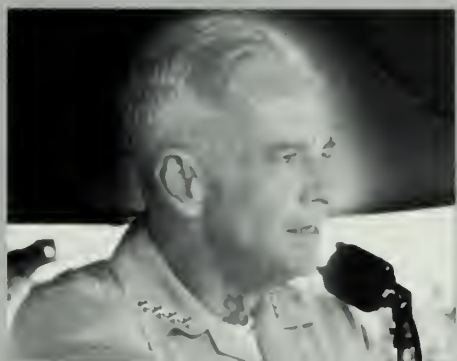
Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers-P31, Navy Department, Washington, D.C. 20370.





## THE HIGHEST SENSE OF HONOR

From the days of Concord and Lexington to the present, the American man in uniform—professional-careerist or citizen-soldier—has served his country with the highest sense of duty and honor. Repeatedly demonstrating the most enviable qualities of courage, skill, dedication and determination during these nearly 200 years, United States military forces have successfully established the nation's independence and preserved the safety and integrity of her people and soil. For this they have rightfully earned the loyalty and gratitude of the civil population at home as well as those of many liberated lands. But men and nations are fallible. Mistakes of judgment and purpose do occur, the nature and consequence of which may be obscured for a few men at a given moment by the ambiguity of circumstance, the intensity of a particular combat experience, or the cumulative provocation of enemy excesses. It is at such times that American men in uniform—soldiers, sailors, airmen, and marines—need to reaffirm in word and action the values and traditions which have sustained them and their forebears-in-arms so magnificently for nearly two centuries, reflecting not only the highest sense of honor and justice but also that sense of compassion, understanding and tolerance which has consistently marked the American commitment. Men and nations must learn from mistakes, ever reaffirming their dedication to the highest standards of conduct and discipline, never faltering in determination and perseverance. The measure is less the occasional stumble than how quickly and sharply the common cadence of our heritage is restored. Commissioned and non-commissioned officers bear a special responsibility at such times. I have the highest confidence in and respect for the officers and men of this command. My loyalty and support remain unqualified. Let us get on with our duties.

JOHN S. McCAIN, Jr.  
Admiral, U. S. Navy  
Commander in Chief Pacific

This message by ADM McCain, addressed to the officers and men of his tri-service command, is reproduced here as an inspiration to all Navy men serving their country throughout the world.



**COLLEGE EDUCATION ON and UNDER the SEA**





# ALL HANDS



an interview  
with the CNO

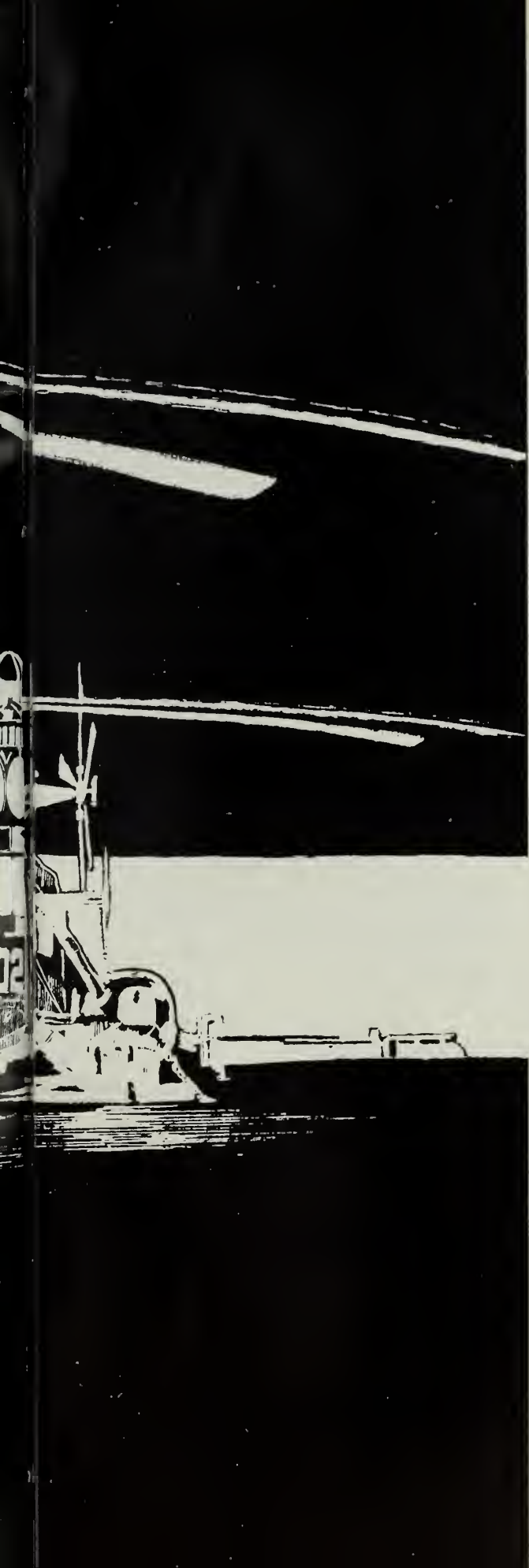
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DECEMBER 1970







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1970

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NUMBER 647

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● **FRONT COVER**—The Chief of Naval Operations, Admiral Elmo Zumwalt, Jr., USN, is featured in this issue in an interview in which he discusses regulations affecting all Navy men.

● **AT LEFT: "VETERAN 66"**—A pen-and-ink drawing by DMSN Joseph Cochran, Ticonderoga Eleven, shows HS-4's helicopter 66 on the deck of USS Iwo Jima (LPH 2) during an earlier Apollo spaceship recovery.

for long-term growth.  
sales executive with at least  
consumer products thru retail  
management of field sales;  
promotion "know-how" and capa  
nistration. "Feel" for good styling and  
ization and employee benefits. For prompt  
lete resume, including salary history in confi.  
TIMES

**WANT TO GET INVOLVED?**  
**THIS MAY BE JUST THE JOB FOR YOU.**

**LOOKING FOR A CHALLENGE**  
Here's your chance to get into  
demanding, satisfying work  
essential to the future of  
large, professional organization

THIS JOB OFFERS AN  
OPPORTUNITY TO  
SERVE YOURSELF,  
YOUR COMMUNITY,  
YOUR COUNTRY  
**MAKE YOUR EFFORTS COUNT**

**CIRCLE THESE ADS**

**HELP**

**Carriers!!!**  
January 1, 1971—it's  
revised I.C.C. Motor  
Safety forms available  
mediate delivery or pickup  
physical examination forms  
employment applications  
drivers daily log—etc.  
ING CO  
70

Cost of... Subjects  
of... Quantity.  
Also... Coated Fabric  
20 Years Experience. All Facilities

GEI  
CORP  
BL... ME...

**ARE YOU DYNAMIC**

- INTELLIGENT
- PERSONABLE
- LOOKING FOR A JOB WITH A FUTURE?

**PROFESSIONAL ORGANIZATION  
BUILDING FOR THE FUTURE  
NEEDS MEN FOR IMPORTANT  
WORK INVOLVING CONTACT  
WITH THE PUBLIC**

TALK TO YOUR CAREER  
COUNSELOR ABOUT A  
JOB IN NAVY RECRUITING

**SALES/PROGRAM ADMINISTRATION  
MANAGER**

... manufacturer needs aggressive  
... assume sales/program admin  
... required, EE or equivalent  
... incl.

**ACT NOW**

**New Product**  
A leading multi  
marketing firm  
suited to distri  
must be avail  
now. Send cle  
prices.

**Reg**  
Young  
leads an  
bright  
dollars

**IN**  
**CO**  
**T**



# WANTED

**IMMEDIATE  
OPENINGS**  
NEW YORK-DENVER  
NEW ORLEANS-LOS ANGELES  
and up to 850 other locations all over  
the U. S.

**YOUR HOME TOWN**  
**CHALLENGING-SEMI-  
INDEPENDENT WORK**  
Check into a job with the  
NAVY RECRUITING SERVICE

**EXTRA PAY  
EACH**

MONTH FOR  
**SUPERIOR  
PERFORMANCE**

**\$30**

**HELP YOUNG  
PEOPLE PLAN  
CAREERS IN A**

**TRAVEL-ORIENTED  
PROFESSION**

**BE YOUR OWN BOSS  
GO RECRUITER**

**D**O YOU BELIEVE in what you're doing? (Or are you just putting in your time?)

If you're sold on the Navy, you may want to help sell others. There's never been a greater need for dedicated Navymen who can help young people plan careers in a professional Navy. Recruiting duty means an opportunity to be in on the ground floor in helping build toward a highly skilled career organization.

Right now the Navy Recruiting Service is about 45 per cent manned by volunteers. There's an all-out drive underway to raise that figure to 100 per cent . . . and to create an all-volunteer recruiter force to recruit the all-volunteer Navy of the future.

If you're a topnotch chief or 1st class petty officer (or an especially squared-away 2nd class), eligible for shore duty and fully qualified (see below), the Navy needs you in the recruiting field. Naturally, it's willing to give you a few extras for doing work that's so important. Like \$30 a month extra for superior performance. Like shore duty in New York City . . . New Orleans . . . Denver . . . Los Angeles . . . or maybe your home town. Like the chance to be your own boss . . . to tackle the job in your own way . . . to use your talents and creativity.

**T**HE NAVY WANTS to get members of all racial and ethnic groups into recruiting. If you're Black, Cau-

casian, Mexican American, Puerto Rican, American Indian, Mongolian or Malaysian, here's your chance to build bridges between your community and the Navy . . . to "turn on" the kid down the block to the educational and career opportunities of the naval service . . . to get him into a field with a future.

The top of the chain of command is sold on the need for topnotch recruiters. That means your efforts won't go unnoticed. Recruiters who do superior jobs will strongly benefit on their fitness reports and evaluation sheets. It's a good place to make a name for yourself: Admiral Charles K. Duncanson (former Chief of Naval Personnel and recently promoted to four stars and the four-hat job of CINCLANTFLT-CINCLANT-SACLANT-CINCSOUTH), for instance, started his BuPers career more than a quarter of a century ago in the field of recruiting. At that time, early in his naval service, at the age of 32, he was to head what was known as the Officer Procurement Division. (Incidentally, more than 100,000 officers were commissioned while he served in this billet.)

**W**HO'S ELIGIBLE for recruiting duty?

- Nurses, Waves and officers with 1100 and 1300 designators are most likely to get the nod for duty as officer-recruiters.

- Enlisted men and women in all ratings are eligible



for recruiting duty in one of two forms—(1) recruiter-canvasser or (2) support.

• Support personnel include yeomen, personnelmen, storekeepers, disbursing clerks, hospital corpsmen, journalists and photographer's mates in pay grades ranging from E-4 through E-9. If you're selected for support duties, you can expect to be assigned to one of 37 main stations (see map) or to a larger Class A sub-station. (You won't be eligible for superior performance pay, however.)

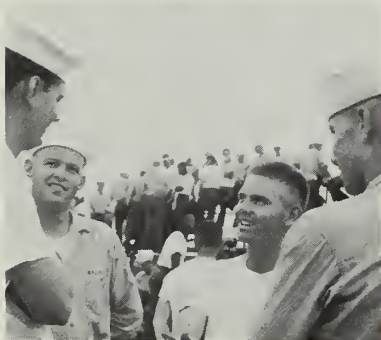
Recruiter-canvassers are chiefs and 1st class petty officers in all nonsupport ratings. Outstanding 2nd class petty officers may also be considered for these assignments.

If you're chosen for a recruiter-canvasser billet, you'll report to one of the main stations after you've completed the seven-week Recruiter School at NTC San Diego or NTC Bainbridge. From there you'll probably be assigned to one of about 840 branch stations scattered all over the United States. (There's probably one in your home town.) You'll be pretty much on your own to develop new ideas and programs (although there will be someone nearby in case you need assistance). In six months you'll join an elite group of Navy-men (also including career counselors, recruit company commanders and survival instructors) whom the Navy pays extra for superior performance in key billets.

Whether you're a recruiter-canvasser or in a support billet, you'll enjoy a three-year tour of shore duty, unless the normal shore tour for your rating is longer. Then you'll receive the longer tour.

**I**F RECRUITING DUTY sounds good to you, the chances of getting such an assignment are better than ever—if you're qualified. Here's what it takes. You must:

- Be eligible for shore duty.
- Hold a valid state motor vehicle driver's license (and preferably a government driver's license, too).



Top to bottom: (1) A Navy recruiter enlists a man into the Navy's Nuclear Field Program. (2) Recruiter Chief Price tells students a little about Navy life. (3) Bob Boden of the El Monte Recruiting office chats with men of the Son Gabriel Volley Company during sports weekend. Five recruiters from the LA area traveled to San Diego to visit men they enlisted. (4) Two of the Navy recruiters who visited the Son Gabriel Volley Company during sports weekend cheer the men on during the tug-of-war contest. (5) While on recruiting duty in his hometown CSCM John A. Welch signed up these sailors.





- Have a clear record and evidence of financial stability.

- Have no speech defect or marked foreign accent.
- Be recommended by your commanding officer.

However, before your CO recommends you, he will evaluate your suitability for highly demanding, independent duty. A negative answer to any of the following questions may disqualify you for further consideration. Do you measure up? Do you have:

- Above-average character traits, sense of humor and forcefulness?
- The ability to present ideas to others persuasively, whether through personal contact or in writing?
- The initiative to meet the public and work independently?
- The background to converse intelligently about the Navy, general topics and current events?
- The ability to deal successfully with problems involving ideas and people?

If you can answer "Yes" to all these questions (and your CO agrees with you), then you're the man the Navy is looking for.

You may apply for recruiter duty when you submit your Seavey rotation data card. (Indicate "Recruiter Duty" as your broad duty preference; if you're sold on a job in Navy recruiting, you'll increase your chances of selection by indicating "Anywhere" under the area preference.)

**T**ROPHIES HAVE BEEN AWARDED annually since 1964 by the Chief of Naval Personnel to outstanding recruiting districts. The three awards are:

- Outstanding Efficiency Trophy.
- Progress Trophy.
- Reenlistment Trophy.

The first goes to the area which excels most in the over-all recruitment of candidates for all programs; the second to the region that has made the greatest improvement during the year. The third is awarded to

Below: See the light! Seabees Need U. Below right: SMCS C. A. Salis of the Navy Recruiting Branch Station, Stockton, Calif., was presented with the Outstanding Recruiter Award by CDR D. J. DiMattea, CO, U. S. Navy Recruiting Station, San Francisco, for his untiring efforts and success in recruiting the best young men and women for the Navy. Right: U. S. Navy Recruiting Efficiency Trophy goes to the area which excels most in the over-all recruitment of candidates for all programs. Middle right: U. S. Navy Recruiting Progress Trophy is presented to the region that has made the greatest improvement during the year. Far right: U. S. Navy Reenlistment Trophy is awarded to the area that has the best record for open rate and SCORE reenlistments.

the area that has the best record for open rate and SCORE reenlistments. (The accompanying map will show you where the recruiting districts are.)

Winners are selected by a board of officers convened by the Director of the Navy Recruiting Service.

The winning districts for Fiscal Year 1970 were announced late this summer. District Three (the South) was honored for the second year in a row for outstanding efficiency; District Two (the Middle Atlantic states) made the greatest progress; and District Eight (the Far West) took the Reenlistment Trophy for the third year in succession. (See box for the last five years' winners.)

**W**HAT DID IT TAKE to win these awards?

The official record shows only the statistics, number of reenlistments, percentage of quota, and so on. It's in the field—at recruiting stations large and small all over the United States—that one can observe the creative efforts of numerous dedicated Navymen. Among recent special projects and better ideas are:

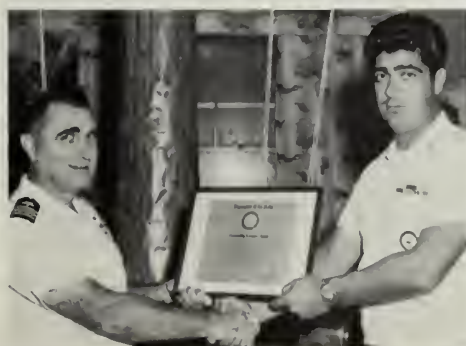
- A group of Navy recruiters from the Los Angeles area visited NTC San Diego to see how the recruits they had signed up were doing.

The five 1st class petty officers—Ron Miller of the Alhambra branch office, Bob Boden of the El Monte station, Louie Washington from Pasadena, Skip Webb of Azusa and Tyrone Carson of the La Puente office—arrived just in time for the recruits' sports weekend. The San Gabriel Valley recruit company they visited was composed mainly of men the five POs were personally responsible for enlisting.

The recruiters cheered on "their" company in the tug-of-war, rope climb and track and field events. To top off the day, they challenged the recruits to a game of basketball. (The recruits trounced them 70-50.)

Then they had time to listen to problems from recruits and the company commander.

When the five recruiters returned to their com-



munities, they could report to the recruits' parents first-hand on their sons' progress.

- Effective recruiting is often a matter of making arrangements to take advantage of local opportunities. At the station in Little Rock, for instance, Lieutenant (jg) Jack Sands and MMC (SS) Donald McClane helped set up a Nurse Corps counseling program.

They contacted Lieutenant Commander Louise Gray, Navy Nurse Programs Officer for the Seventh Recruiting District, and Lieutenant Jo Ann Hennessy, Navy Nurse Programs Officer in Houston, and invited them to visit Arkansas during a student nurses' convention at the state college.

**A**RRANGEMENTS WERE MADE for LT Hennessy to be interviewed on a noon TV program that was seen throughout the state. LCDR Gray was a featured speaker at the nursing convention, speaking on battle casualties and her experiences in the Republic of Vietnam. Both Navy Nurses met with prospective applicants during the convention and invited them to further informal discussions.

In FY 1969 NRS Little Rock enlisted three nurses into the Navy Nurse Corps. Since then (and because of programs like the above) they've signed up seven candidates and applications from eight more are being processed at BuPers.

- Parma, Ohio, celebrated "Chief Price Day" last March, honoring an outstanding Navy recruiter for his service to the local community.

Ship's Serviceman Chief Edward P. Price is an active member of a Parma church and on the Council for local Cub Scout Pack #365. He has taken an active part in educating Parma youth about the dangers of drug abuse, showing films and leading discussions at local high schools.

**C**HIEF PRICE received a Mayor's Proclamation of his Day, a City Council Resolution commending him for community service, and the Recruiter of the Year Award for Northern Ohio and Northwestern Pennsylvania. The honors capped a 22-year career of operating and managing commissary and retail stores in Morocco, Cuba and Sicily, as well as aboard several Navy ships.

- Public affairs is an important part of recruiting. In Dallas, for instance, two recruiters, one experienced in mass communications and the other in electronics, made a concerted publicity drive for Navy officer, WAVE and enlisted programs.

The results were about \$13,000 worth of free television time, one taped and one live radio show, major newspaper coverage and numerous speaking engagements in high schools, colleges and before professional groups.

**U**NDER A RECENT special program to obtain qualified construction workers for the Seabees, Chief Builder Neal Harris was assigned to a six-month tour of recruiting duty in Dallas. He helped familiarize all recruiters there with the Seabee program, interviewed applicants and worked with ST1 Steve Williams to launch a publicity campaign. The campaign involved

the use of newspaper feature articles, TV and radio spot announcements, talks with local union officials and advertising on one of Dallas' tallest skyscrapers, the 36-story LTV Tower.

- Even model-building can be used to promote Navy recruiting programs. In Omaha, Neb., for instance, EN1 John Kraft built a large model of the submarine *uss Will Rogers* (SSBN 659).

He used a wing tank, tin and odd scraps of plywood, plastic sheeting and wire. Once he had finished the model, two recruiters from Nebraska City immediately borrowed it for a local centennial day celebration. Their daughters rode the float during the town's parade.

Navy men at NRS Los Angeles constructed an even more elaborate float: a 1/16 scale model of the cruiser *uss Los Angeles*. Over 5000 manhours went into the finished product, featuring main turrets which train and fire blank 12-gauge shotgun shells, rotating radar, and signal and dress ship's flags.

**N**AVYMEN WHO WORKED on the model were Chief James Berry, MM1 (SS) Paul Ogas, PR1 John Mullin, EN1 (SS) William Bevis, SF1 William Turner, BM1 Jim Burgess, Tyler Clark and DM2 Richard Poole.



Here are the recruiting districts honored during the last five years for outstanding programs and accomplishments in Navy recruiting:

Year	Outstanding Efficiency	Progress	Reenlistments
1966	8th	8th	7th
1967	8th	7th	7th
1968	5th	5th	8th
1969	3rd	7th	8th
1970	3rd	2nd	8th



Mounted on a flatbed trailer, the model is ready for a long season of parades and public appearances in the greater Los Angeles area.

- An expert marksman found a way to use his talent for the benefit of his community and the Navy.

Chief Petty Officer Robert Bump is in charge of the New Castle, Pa., branch station and has become well known in his recruiting area for his marksmanship. (He's won second place in the Atlantic Fleet Rifle Championships.) He helps create good will by taking time to instruct Boy Scouts, gun clubs and individuals in safety precautions in handling guns.

Another Navyman, EN1 Lawrence Deiley, Navy recruiter in Woonsocket, R. I., put his imagination to work to win lots of free publicity for the Navy (and a free trip to Hawaii for himself).

His entry—entitled "The Polaris Submarine"—won first prize among 20,000 entries in a "Sundae Best" contest held throughout the New England states. The contest was for the most original design for an ice cream sundae.

- As a Navy recruiter, you'll become part of a local community, with an opportunity to do something for someone less fortunate. SMCS C. R. Solis, his wife

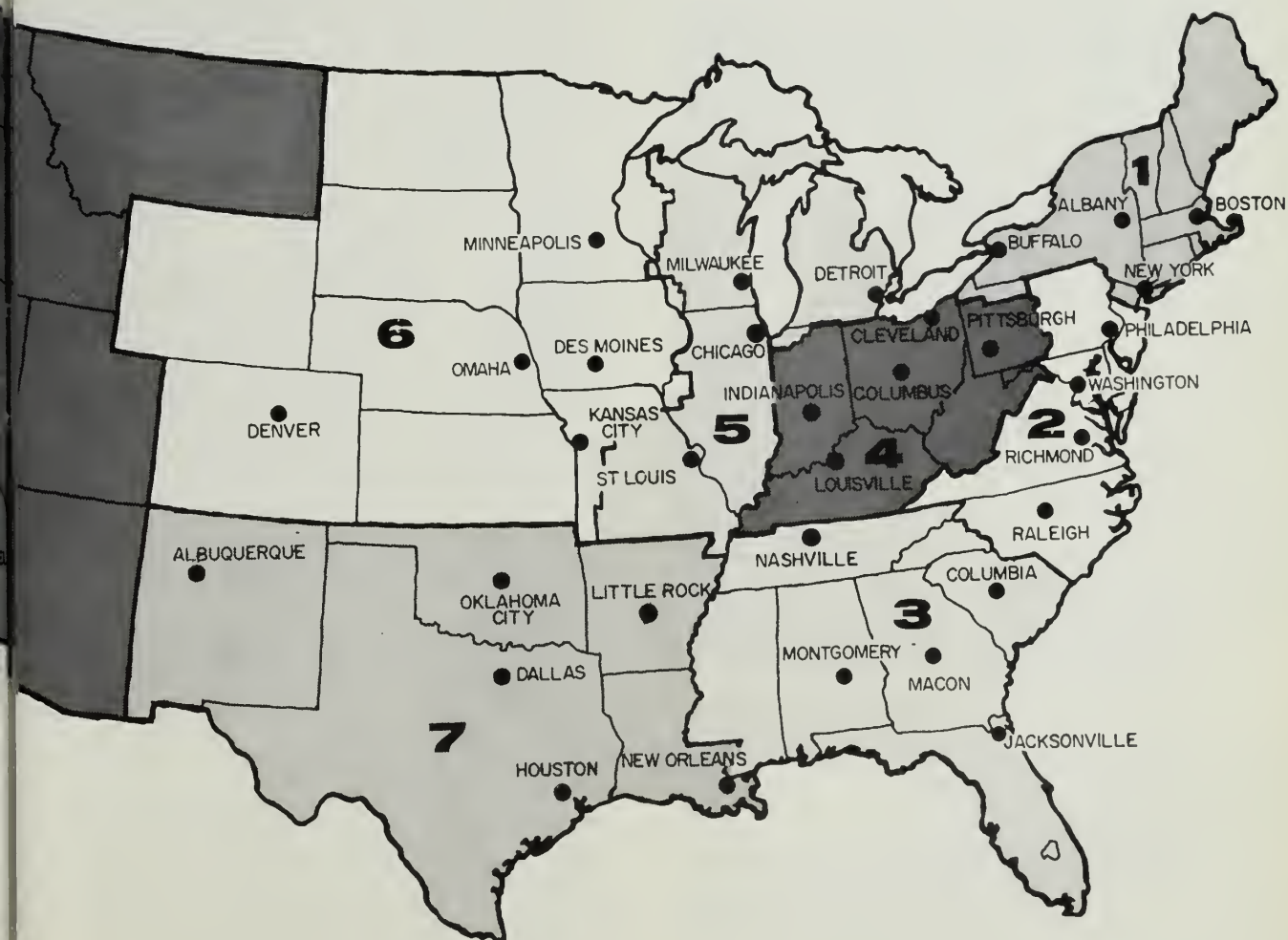
and the staff at the branch station in Stockton, Calif., for instance, organized a Christmas party last year for about 100 orphaned and underprivileged children in the area.

During the months before Christmas, they talked to merchants and managed to solicit six bicycles, three tricycles and \$1500 for gifts. They purchased and wrapped 450 presents, found a local restaurant to host the party, purchased ice cream and cake, rented cartoon films and donned Santa Claus costumes to distribute the gifts.

The result was lots of good will for the Navy and a merrier Christmas for a hundred children.

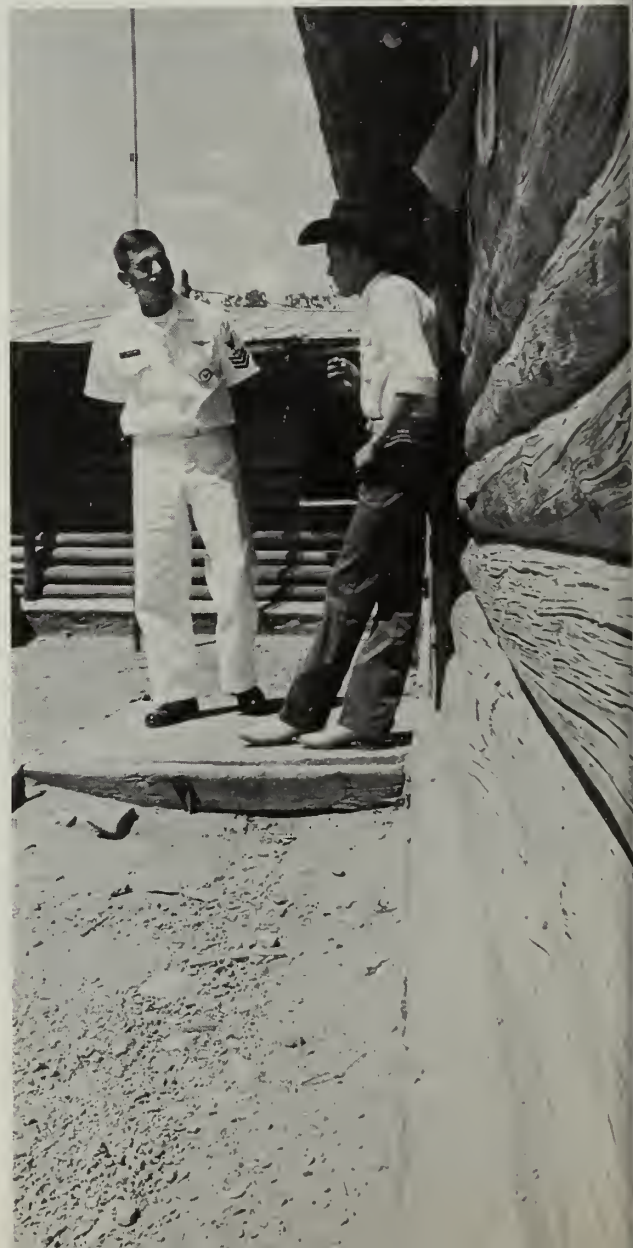
**A**RE YOU INTERESTED in joining this group of Navy-men (and hundreds more like them) who are putting their interests and talents to work in a field that's important for the Navy of tomorrow? The possibilities are as wide and varied as your imagination will allow. Whether your specialty is model-building or marksmanship, helping underprivileged children or coordinating publicity campaigns (or just sitting down with a cup of coffee and talking about the Navy), there's a place for you in Navy recruiting.

—JO2 Jim Shields





KICKAPOO..  
“HE  
STANDS  
HERE  
AND  
THERE”





**K**EN WAHPECOME is a Kickapoo Indian. Translated, Kickapoo means "he stands here and there." And his job requires a certain amount of just that.

Wahpecome, from Shawnee, Okla., is the Navy Recruiter at Gallup, New Mexico.

Flanked on three sides by Indian reservations, Navajo to the north and west, Zuni to the south, Gallup sits just a few miles from the Arizona border.

As a trading center for Indians and ranchers, Gallup is a logical enough place for a Navy Recruiting Office. But as a Navyman, Petty Officer First Class Kenneth E. Wahpecome, at first, had misgivings about being so far from a nautical environment.

"The first time I drove into Gallup," remarked Wahpecome, "I had my doubts. I thought, what in the world did I get into here. Of course the people back at the Main Recruiting Station in Albuquerque didn't help matters much. All they would say about the job was: 'Oh, you're the fellow that's going to Gallup . . .'"

But after getting his tribe, two daughters and one wife (naturally), settled into their new home, any doubts he had about Gallup, or recruiting duty in general, faded.

**I** WAS A LITTLE SCARED at first," confided Wahpecome, "when I was ordered to recruiting duty. In my Navy job I had never been required to get out and meet people. I was never a mixer in the community. This has really been a new experience for me."

The Kickapoo recruiter arrived in Gallup "the middle of June. I have only been here three months now," he said. "And it's a challenge. People are really interesting when you have a chance to get out and talk to them."

Having grown up on an Oklahoma reservation, it is easy for Wahpecome to associate, psychologically, with the young Indians who walk into his office at the "old Post Office building." And often he can see a reflection of himself in them.

"When one of them asks me why I joined the Navy," he remarked, "I just say that I got tired of looking at cotton fields."

"Here," he grinned, "they get tired of herding sheep."

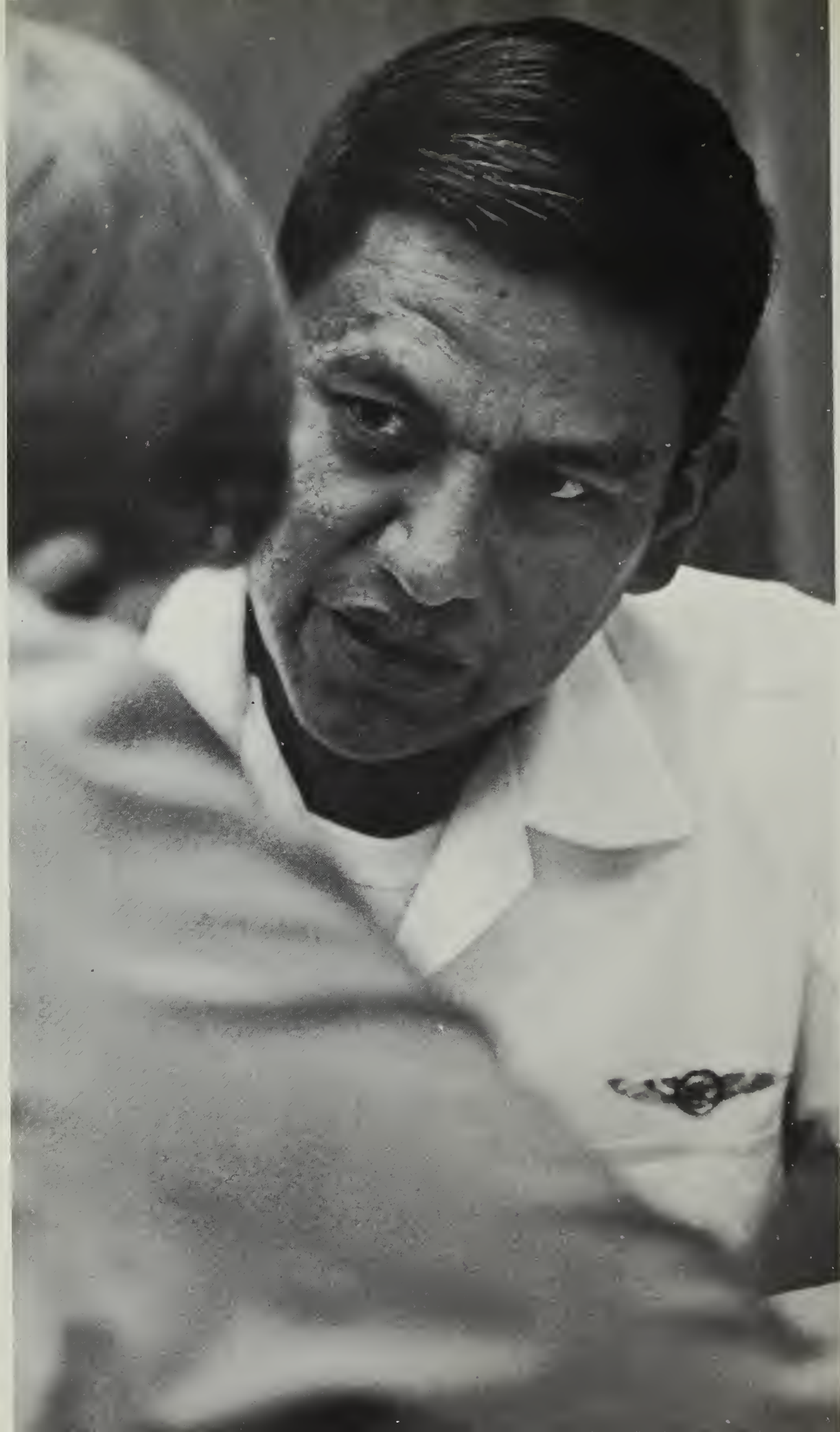
"I saw the difference that Navy life can make for some people the other day," commented the Navy Recruiter.

"This guy came walking in here. And scroungy!!



Facing page top: There is a lot of wide open space around Gallup, N. M., and Navy Recruiter Ken Wahpecome covers quite a bit of it in the course of a week. Bottom: PO1 Wahpecome talks with Willard Elliot on one of his visits to Lukachukai Post Office and Trading Post. This page top to bottom: An interested Navajo ponders a question as he talks to the Navy Recruiter. (2) Trading posts or the local post office are often the most convenient places for Ken Wahpecome to meet a prospect. (3) Having grown up on an Oklahoma reservation, it's easy for Wahpecome to associate with the young Indians who came into his office at the "old Post Office building."







The Marine and Army recruiters looked at me and just shook their heads. As if to say, 'he's all yours, Ken.'"

"But the guy was back home on boot leave about two days ago, and he had really changed. The Army recruiter remembered the fellow, and told him, 'You really look sharp.'"

**T**HE NAVY UNIFORM has not been seen much in landlocked Gallup and surrounding community. But the Navy's gregarious Kickapoo is trying hard to remedy that situation.

It is mainly a waiting game though.

On Wednesdays Wahpecome can be found in his second office at neighboring Window Rock, Arizona, waiting patiently for applicants. The Bureau of Indian Affairs at Window Rock—seat of the Navajo tribal government—provides the office.

On other days, the Navajo herding sheep beside the road might notice a grey carryall truck, with a Navy Recruiting Service seal on its door, raising a cloud of dust, as Wahpecome travels the largest Indian reservation in the United States. It covers 25,000 square miles, and portions of three states.

That same Navajo reservation, with over 125,000 residents is a glaring contrast to Wahpecome's tribe. "The entire Kickapoo population of the United States," said Wahpecome, "is about 2000. And," he added, "I am one of the only two Kickapoos in the Navy."

**M**ANY FAMILIES live in isolated areas of Northwest New Mexico and bordering Arizona. Often the most convenient place to meet an interested party

would be the nearest trading post.

Some days Wahpecome drives as many as 300 miles of desert road, visiting places with such colorful names as Lukachukai, and Greasewood Trading Post.

"Normally," he explained, "I let individuals know, by mail, when I'll be at a given trading post. I say that I will be glad to talk to you about the Navy at that time."

Counseling young men can be a gratifying job. But, as surely as a young man gets the urge to roam, just as surely a mother will resent her fledgling leaving the nest. At times like that Wahpecome is apt to be the target of her indignation.

"I felt like a real villain once," recalls the Navyman. "I went out on the reservation to sign up this young fellow, and his mother wouldn't even come out of the backroom. Finally she did come out. Indicating a row of pictures on the wall, she said, 'Now you're going to take another son away from me.'"

**T**RADITION IS STRONG in the Navy, and many of its present customs have descended from the British. But one tradition the Recruiting Service has forsaken is the "Press Gang," that old British custom of sending out a gang of toughs to drag men off to sea.

Reflecting on the use of pressure tactics, Wahpecome said "My thinking is—I like the Navy. But I can't say that everyone is going to like it. So I tell applicants this. The pros and cons . . .

"I think that just being truthful with these guys has helped my effort here."

—Story and photos by PHC James E. Markham, USN.



Facing page: PO1 Wahpecome discusses the Navy with a potential enlistee. Above: A young man inquires about the Navy's Nuclear Field Program. Below: According to Ken Wahpecome, "Recruiting is a big challenge." Right: PO1 Wahpecome leaves his office at the "old Post Office building" Gallup, N. M., after a busy day.





# Exploring the NORTH

**C**RUISING DEEP in the ice-covered Arctic Ocean on 5 Aug 1970, the nuclear submarine *uss Queenfish* (SSN 651) reached the North Pole.

The ship then came to the surface only 500 yards from the geographic North Pole.

*Queenfish* is the seventh U. S. Navy submarine to venture under the frozen wasteland and reach the pole. Her captain is Commander Alfred S. McLaren, USN.

Shortly after surfacing at the pole he said, "Our accuracy in finding the exact North Pole was due to our modern navigation system and a great crew."

CDR McLaren has made two previous polar cruises and did a thesis on the Arctic for his master's degree from George Washington University.

"One important part of our voyage was to follow carefully the track made by *uss Nautilus* on her famous first voyage 12 years ago," CDR McLaren said.

Scientists will be able to find changes which have

taken place in the ice profile by comparing data from the two voyages. "On *Queenfish*, we recorded oceanographic data such as sea and ice temperatures, location of ice formations, and soundings from the floor of the Arctic Basin," the captain explained.

"Besides gaining valuable knowledge about the Arctic Ocean, our voyage further proves the practicality of submarine operations there," CDR McLaren said, "adding to our defense of the North American Continent."

**S**UMMER WEATHER conditions produce breaks in the ice cover, forming small lakes. These openings are called polynyas. Nuclear submarines are able to travel freely under the ice for long periods. They do, however, come to the surface often in these polynyas.

This is done in a controlled vertical motion, and it is sometimes necessary to break through the ice near the surface. During the weeks that *Queenfish* traveled under the ice pack, she surfaced 24 times.





Facing page: USS Queenfish (SSN 651) rests in the Arctic ice at the North Pole. The ship surfaced 24 times in the ice during the weeks of her 1970 polar exploration. Left: Scuba divers from the crew of Queenfish swim for 15 minutes in the Arctic Ocean to research the underside of the ice. Above left: SSN 651 was the seventh U. S. nuclear submarine to voyage under the Arctic ice to the North Pole. Above: Divers drift from the deck of USS Queenfish in preparation for their dive under the ice.



Above: LCDR Toby G. Warson explains the view he saw under the Arctic ice. He said there were no visible signs of life in the 27-degree water. Bottom left: Sitting on top of the world, the sub retraced the track of the famous first voyage of Nautilus in 1958. Queenfish reached the North Pole on 5 Aug 1970. Above right: Chief Quartermaster Jack Patterson, dressed as Santa, greets crewmen of SSN 651 at the North Pole.

On one surfacing, a family of three polar bears was sighted, and on another, scuba divers from the crew of the ship went down to observe and photograph the underside of the ice near the surface.

Santa was on hand at the North Pole (Chief Quartermaster Jack Patterson) for the ceremonies which consisted of reenlistments and the awarding of Dolphins for newly qualified submariners to wear on the trip home.

Queenfish is the third Pacific Fleet submarine ever to voyage to the North Pole. She was the first one to

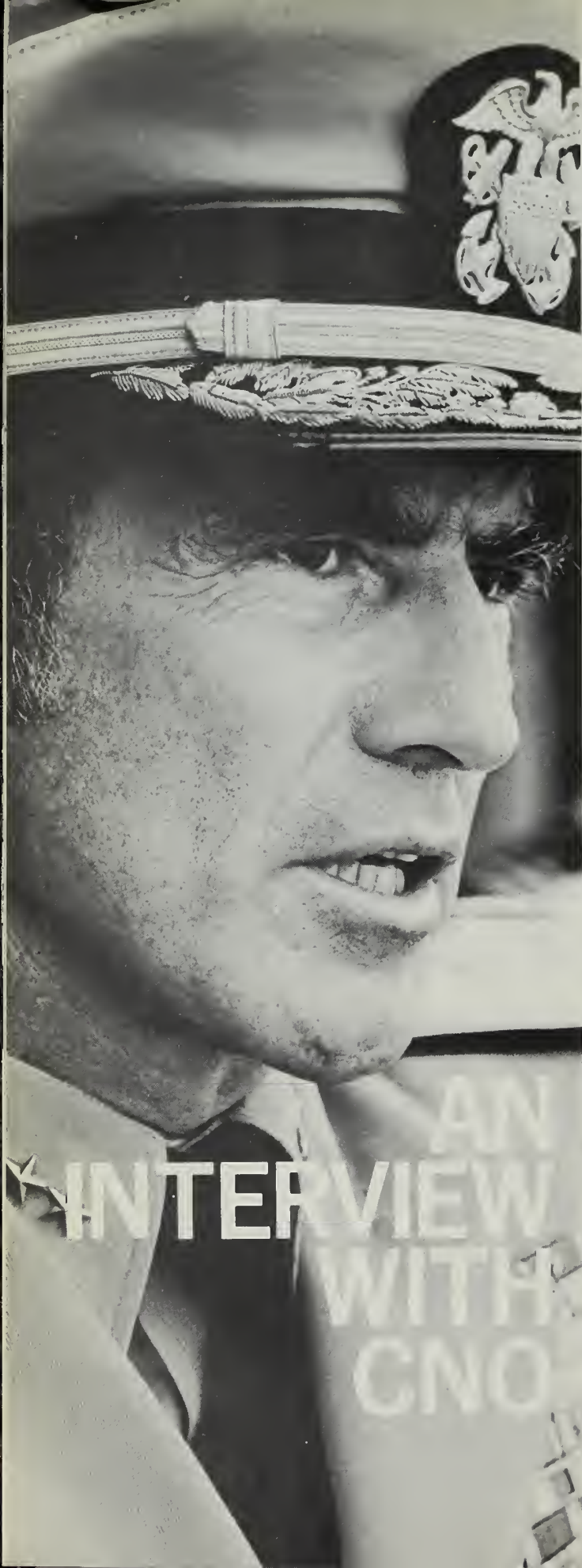
do so in eight years. The ship left her home port in Hawaii on 6 Jul 1970. Following a visit in Seattle, she and her 110-man crew were North Pole-bound.

**A**FTER THE TRIP the ship made a three-day port call in Nome, Alaska. The townspeople welcomed the Navymen and their unusual "underwater ship."

One old-timer stopped to talk with a crewman on the sidewalk. He asked, "How cold was it, and how did you keep warm inside that thing?" The crewman answered, "Not too cold in the summer—only about 30 degrees."

He continued, "The water was about 27, but inside the ship the temperature never went below 70. You see, besides temperature control, we have equipment which scrubs out the carbon dioxide and adds oxygen taken from seawater. A completely controlled atmosphere."

The old-timer shook his head slowly back and forth and said, "What a way to explore!"

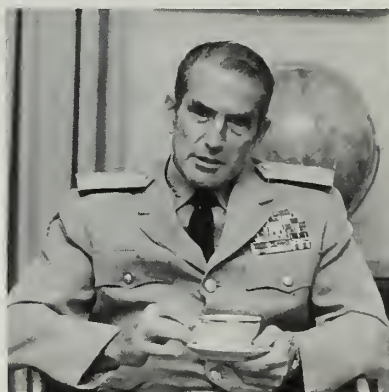


"Those demeaning or abrasive regulations generally referred to in the Fleet as 'Mickey Mouse' or 'chicken' regs have, in my judgment, done almost as much to cause dissatisfaction among our personnel as have extended family separation and low pay scales. I desire to eliminate many of the most abrasive policies, standardize others which are inconsistently enforced, and provide some general guidance which reflects my conviction that if we are to place the importance and responsibility of 'the person' in proper perspective in the more efficient Navy we are seeking, the worth and personal dignity of the individual must be forcefully reaffirmed."—Admiral Elmo R. Zumwalt, Chief of Naval Operations.

**T**HE CHIEF OF NAVAL OPERATIONS has eliminated many of the "chicken" regulations which he believes have caused dropping retention rates and dissatisfaction among Navymen. Among new Navywide policies announced in NavOp Z-57 (10 Nov 70) are:

- Sideburns, beards and moustaches are authorized for Navymen. CNO stresses the need for command flexibility:

"In the case of haircuts, sideburns and contemporary fashions, my view is that we must learn to adapt





to changing fashions. I will not countenance the rights or privileges of any officers or enlisted men being abrogated in any way because they choose to grow sideburns or neatly trimmed beards or moustaches, or because preferences in neat clothing styles are at variance with the taste of their seniors. Nor will I countenance any personnel being in any way penalized during the time they are growing beards, moustaches or sideburns."

**A**MONG NEW Navy policies affecting leave and liberty are:

- Except in Vietnam (where special regulations apply), there will be no limitations on leave or liberty travel which imply a "generalized irresponsibility" of Navymen. More specifically, the requirements to certify the possession of sufficient funds or to acknowledge geographical limitations, as well as to produce personal property passes or walking chits, are eliminated.

- Overnight liberty will be routinely granted to Navymen and will not require special permission, except in extraordinary circumstances such as government-imposed curfews or extremely unsatisfactory surroundings (as determined by the senior officer present).

- In special cases involving foreign countries or

other services, where stricter standards of appearance and liberty are called for, the senior officer present may direct or grant authority to COs to deviate from the above policies. Likewise, these policies may be modified for Navymen in special circumstances, such as recruits, officer candidates and midshipmen.

**T**HE CNO ALSO ANNOUNCED several new policies which liberalize the wearing of uniforms:

- Working uniforms, dungarees and flight suits are authorized in all naval commissaries, exchanges, snack bars, dispensaries, disbursing offices and other service facilities. No one will be denied entrance to these because he is in an "improper" uniform, as long as his clothing is clean, neat and in good condition. Regulations for dependents which are consistent with current fashions will also be adopted.

- The requirement for officers and enlisted men to shift into the uniform of the day for the evening meal will be discontinued, except for ceremonial and other special occasions.

- When optional uniforms are specified by area commanders, the choice will be optional to the individual Navyman and not to local commands, except in special circumstances (such as inspections) where uniformity is necessary.

- Informal, casual clothing, such as sports shirts, will be permitted in at least one room of every naval officer, CNO and enlisted men's club. At naval air stations, flight suits will also be allowed in at least one room of each club.

**O**F SPECIAL INTEREST to the Fleet's deck forces are two new policies announced by CNO:

- Ships will not be hastily repainted for visits by senior officers. In fact, CNO views the practice of hurriedly repainting rusted surfaces as a "reflection of poor command discretion."

- Navymen engaged in work which would unduly soil or damage uniforms should not be required to wear whites or blues. This applies specifically to linehandlers, refueling parties, and topside watchstanders and boat crews in inclement weather.

**O**THER NEW POLICIES enumerated in the latest message from CNO are:

- The occasional practice of refusing to forward a request chit from an individual to higher authority will be discontinued. Personnel in the chain of command may disapprove, but not refuse to forward, a request.

- Motorcycles will be permitted entry and access to all naval facilities, under the same conditions as apply to automobiles. Safety regulations must be strictly enforced, but as long as headgear meets established safety standards, no motorcyclist will be penalized or denied entry to a naval facility because of the color of his helmet.

In announcing the new policies, Admiral Zumwalt emphasized that they reflect "a point of view and a general philosophy" which he hopes will be adopted throughout the Navy and which will be applied to "a much broader spectrum of personnel policies."



# AN INTERVIEW WITH CNO

**A**s a matter of interest to other Navymen, are your sideburns regulation?

"To the best of my knowledge and judgment, yes."  
What's a rock club?

"A place where they can really rock it."

These were two of the questions to which the Chief of Naval Operations responded during a press briefing at the Pentagon in mid-November. The briefing had been called in response to queries by the press—civilian press and ALL HANDS. More than 50 newsmen who attended wanted to know from CNO himself if the stirrings they'd heard were true: The Navy is changing with the times and is giving strong consideration to the *individual* wishes of the Navyman.

The briefing was revealing. Not so much in what Admiral Elmo R. Zumwalt said about recent personnel actions—regular and recent readers of ALL HANDS already know about these—but in what CNO revealed about himself and the motivation for Z-grams.

**Z**GRAMS have been the result of two motivating factors: Admiral Zumwalt's personal initiative after having worked and talked with officers and petty offi-

watch bill to replace the four-section watches for ships in port); Z-12 allows enlisted men to wear civilian clothes aboard shore activities during off-duty hours and in mess halls during the evening meal; and Z-13 which said at least 50 per cent of a crew returning from overseas deployment should be granted 30 days' leave immediately.

**A**LTHOUGH THE ADMIRAL obviously thinks it was a good idea, he won't take credit for the "beer in the barracks" Z-gram (Z-35). This one was based on the recommendations of a Personnel Retention Board. But the philosophy behind it, as explained by CNO, is as follows:

"We recognize that the overwhelming majority of Navymen want to be—and should be—treated as grown, mature individuals who are concerned with order and discipline, but when appropriate, want to have the opportunity to relax and enjoy access to some of the facilities enjoyed by those outside the Navy."

Over the years, Admiral Zumwalt has learned that the little things individuals face each day have considerable—in many cases all important—bearing on the chances that potentially good Navymen will stay for more than one enlistment. And nobody is more interested in keeping good Navymen in the Navy than is the Chief of Naval Operations.



cers in the field; and studies and recommendations by retention boards.

Under the first category are such Z-grams as Z-7 which directed commanding officers to institute a sponsorship program for incoming Navymen and families. This arrangement had previously been limited to overseas shore stations. Now, transferring commands send pertinent data on the Navyman and his family to the new command, which in turn provides information on the new area and assigns a Navy family as sponsor.

Other examples of Z-grams based on Admiral Zumwalt's personal insistence include Z-25 (six-section

"Reenlistment rates have proceeded at a downward trend and this must be reversed."

CNO has learned from his own experience that "chicken" practices at the local command level can take much of the blame.

"Chicken regulations really have never been prescribed by the Navy, but rather have mainly been matters of confusion of interpretation. For example, a senior officer present can specify the uniform-of-the-day, but one commander prescribes one thing and another something else."

The result can be confusion for the Navyman who must live by rules that have been interpreted—but not



prescribed—by higher-ups.

"Optional," said CNO, "should be for the individual Navyman to define."

**A**SKED IF the Navy has a "race problem," and if so, what the Navy is doing about it, Admiral Zumwalt was frank:

"We do to some extent, and we're trying to find out how serious it is and how best to resolve it."

A retention board which meets weekly discusses matters of racial interest and gives CNO and the Secretary of the Navy "cold turkey" reports—"there is no scrubbing," said CNO—and makes recommendations of steps that should be taken.

Problems aired so far have pointed out, for example, that cosmetics manufactured for blacks are (were) not available in the exchange.

"No one had ever paid attention to this," said CNO.

Hopefully, any underlying and "perhaps truly bitter" feelings that Negroes have will be brought out by the retention board, which includes Negro officers.

"I plan to meet with black officers and their wives, and black enlisted men and their wives," the admiral said, and added: "I have a lot to learn."

The admiral also pointed out that Filipinos have to some extent experienced "professional discrimina-

tion," but that this kind of disparity also is on the way out.

He concluded, among other things, that as much as the Vietnam situation is discussed in regard to the thinking of young people, some 95 per cent of the Navyman who served there during his tenure found the duty meaningful and important, and that "the Navy has never had a shortage of volunteers who want to serve in Vietnam."

Clearly, Admiral Zumwalt wants to put "challenge, zest and fun" back into the Navy for the individual.

"Sure, we have problems, but our problems in most regards are no worse—probably less severe—than the same problems faced elsewhere."

How have commanders in the field (Fleet) reacted to the Z-grams and other changes?

"Perhaps 10 per cent have reservations about our approach, but certainly 85 to 90 per cent are aggressively pursuing the goals of our retention program. I have met with as many unit commanders as possible."

**I**S THE PRESENT TONE, or approach, unique? Is this the first time the military has taken cognizance of the views of its young people?

Admiral Zumwalt confessed that he was not a historian and then corrected an inference by pointing out that steps that are being taken are in "the interest of making Navy life more attractive not only for the



first-term or one-enlistment Navyman, but for career officers and petty officers as well.

"I have been interested in humanizing the Navy ever since I was an ensign. I think the real emphasis should be on people—people across the board."

CNO sees plenty of room for improvement, and is taking steps quickly and positively.

He believes the Navy has "fewer problems than the civilian community," and "a wonderful background of tradition," which makes it all worthwhile.

—JOCS Dan Kasperick  
and JO2 Jim Shields, USN.



# Odyssey of an OILER

**D**URING WORLD WAR II, a Fleet oiler was commissioned at Baltimore, Md., and tasked with the mission of replenishing ships in the Western Pacific. Today, 27 years later, she still carries out that vital mission.

uss *Caliente* (AO 53) operates off the Vietnam coast, replenishing U. S. and allied ships with fuel and supplies.

"*Caliente* has come a long way since her first underway replenishment in 1943," stated Captain Owen H. Oberg, Commanding Officer.

"With the Navy's overhaul programs and the quality of people we are provided, she has the ability to journey a long way again."

Not only has *Caliente* come a long way—approxi-





Facing page: Manning the rail for replenishing exercises, the safety observer checks the refueling rig aboard the oiler USS Caliente (AO 53). Above: Crewmen aboard AO 53 work the lines during highline and replenishment off the coast of Vietnam. Right: Looking more like spacemen than sailors, navymen on the oiler talk on sound-powered phones as the ship goes to general quarters. Below: USS Caliente (AO 53) has been providing service to the Fleet for more than a quarter of a century.



mately three million miles, or 12 times the distance from the earth to the moon—but also she has transported and transferred enough fuel to the Fleet to keep each 1970 U. S.-made car on the road for the next 10 years. *Caliente's* crew can also boast of having seen combat action ranging from World War II to the Vietnam conflict without sustaining major injuries.

**D**URING THE EARLY CENTRAL Pacific campaigns of WW II, when she served as flagship of the oiler fleet, *Caliente* had her first taste of combat. She had the responsibility of replenishing fast striking forces from Hollandia to the Marianas, and saw plenty of action in the 1944 Saipan invasion and the Battles of the Philippines. Oilers nearby were dive-bombed,

and one of *Caliente's* sister ships was sunk by a mid-geet submarine, yet *Caliente* was destined to live for more than a quarter of a century.

In postwar days, *Caliente's* wake criss-crossed the globe from Japan to Virginia and Morocco to California. She did her job in such exotic-sounding places as Ras Tahura, Bahrein, Tangiers, Gibraltar and nearly all Far East seaports. She is an extremely well traveled lady.

The Korean conflict kept *Caliente's* crew busy. The men transferred more than three-quarters of a million barrels of fuel to more than 250 United Nations ships, and transported nearly a thousand passengers, along with 5000 bags of mail and 60 tons of Fleet freight.

—JO1 Milt Harris, USN.



Above left: Members of the Navy Desert Angels carry out a search and rescue training mission, practice placing an injured man in a stretcher. Above right: Simulated emergencies keep the Desert Angels sharp. Below left: The Navymen often travel uncharted Nevada roads to the site of an emergency. Below right: A simulated mission complete, a member notifies base station.

# TO THE

## Desert Angels, Navy-style

The terrain around Fallon, Nev., is mostly sand dunes and alkali flats. In the summer the temperature frequently rises above 100 degrees; along the highway it's often 100 miles between gas stations. A flat tire or breakdown here can be dangerous.

That's why a group of Navymen stationed at NAAS Fallon decided to form a search and rescue association to aid travelers who were stranded or lost. The Navymen call themselves the Desert Angels and they can field half a dozen jeeps and pickup trucks within half an hour after they get an emergency call.

There are 15 Navymen in the association, most of them 1st and 2nd class petty officers. Several have had training in first aid and survival. The naval auxiliary air station gives them a place to meet and time off from work when necessary to respond to an emergency.

A mission begins when someone notifies the local sheriff or the OOD at NAAS Fallon of a missing person. A couple of phone calls later, club members are on their way to a rendezvous point near the search area. A base station is set up, team leaders take over and the Navymen spread out in a search pattern to comb the area. They keep in touch, using the citizens' band radio sets in every vehicle.

Members (and their wives) at the base station monitor radio calls, relay information to and from the sheriff and the OOD, alert the base dispensary or local hospital if necessary and keep relatives informed of the progress of the search.



# RESCUE

**A lonely desert, a drowning man, a child's cry . . .  
Navyman with first aid training step forward  
and move quickly to save lives in emergencies.**

During the last year the Desert Angels have been called out three times. The first time it was the sheriff who had gotten a call from the parents of two boys who had gone duckhunting at a nearby lake and not returned. Club members finally found them about 0300, walking along a dirt road toward town. They had left their pickup stuck in the sand.

The next call began a two-hour search for an elderly Fallon couple, missing overnight. They were a little hungry but otherwise unharmed when searchers found them asleep in their disabled vehicle.

The third mission was initiated by the OOD, after three Navy seamen were reported lost in the area. The three had called for help from a railroad line box, after their car had bogged down in an alkali mud flat and they had wandered in the desert for most of the day. Club members took them to the base dispensary to be treated for sunburn and blisters. Then they towed out the car and loaned the seamen enough gasoline to make it back to Fallon.

When they aren't saving travelers or on duty, the Desert Angels are involved in several other projects. For one thing, they're training in scuba diving, so they'll be ready if there's an accident at one of the nearby recreational lakes. They are also helping to eliminate safety hazards around several nearby abandoned mineshafts and are holding a clean-up campaign to keep the Nevada desert unspoiled. They're making a real contribution to their community.

—Story by WO1 Robert D. Russell;  
Photos by PH3 Charles Hughes.

## **Corpsman Helps Save Baby**

Ray Gilchrest's baby son had been pulled from the water. He had stopped breathing. Ray was working feverishly to save his life.

If he had had time to think about such things, he could hardly have made a better choice of a man to help than the Navyman who happened to be driving by — Senior Chief Hospital Corpsman Bobby Roper, who as a qualified diver is especially expert in preventing drowning.

Chief Roper was out for a drive that Saturday afternoon in Middletown, R. I., with his four children. Suddenly young Mike Roper cried: "Hey, Dad! They're pulling a little boy out of the brook!"

Chief Roper stopped the car and ran to the scene.

Ray Gilchrest was applying artificial respiration to his 17-month-old son Dave. Another of Mr. Gilchrest's 12 children, 16-year-old Mike, had rescued the baby from swift, rain-swollen Bailey's Brook.

When Chief Roper arrived, little Dave was unconscious. He had stopped breathing and his face had turned blue.

The corpsman took over and began giving the boy mouth-to-mouth resuscitation. He recalls that it "seemed like forever" before normal breathing returned.

Soon the police and fire department rescue squad arrived with a respirator and took the baby to a hospital, where he was kept for observation and later released.

In the excitement, Mr. Gilchrest asked Chief Roper's name, but later couldn't remember it. First newspaper accounts of the rescue called the Navyman an "unidentified passing motorist."

But the next day his part in the rescue became known after Mrs. Roper and Dave's aunt met by chance at church.

According to Mr. Gilchrest, Chief Roper was mainly responsible for his son's recovery.

On his part, the modest Navyman only agreed to tell his story when it was pointed out that it could encourage others to get involved as he did.

Chief Roper wasn't looking for publicity. For him, saving the life of a boy was its own reward.

## **Navyman Saves Child's Life**

"I saw sparks coming from the fence. Fortunately, because of my past training I knew immediately what had to be done. Most people didn't know what was going on."

Seaman Apprentice Walter Rivers was telling about how he saved a seven-year-old girl from electrocution in Corfu, Greece, this summer.

The girl, Julianna, had touched a charged fence in the downtown square of the resort city, and had fallen unconscious.

As crowds stood by, the U. S. Navyman checked her heartbeat and gave artificial respiration. After his actions revived her, she was taken to a hospital.

After the incident, SA Rivers just walked away. Police stopped him later and brought him to the hospital, where Julianna's mother praised the "courage, selflessness and presence of mind of this gallant sailor."

For his heroism, Rivers was named "Sailor of the Month" by his ship, the ammunition ship USS *Butte* (AE 27). His captain told him: "Your action personifies the

## TO THE RESCUE (cont'd.)

traits the United States Navy seeks to develop in its personnel."

He was also honored at a reception given by the Greek navy—and, naturally, was a welcome guest at Julianna's home.

The Navyman, who hopes to become a doctor someday, says he learned first aid as a student at Julia Richman High School in New York, as an ambulance assistant at Metropolitan Hospital, and in the Navy.

"I didn't forget what they had taught me," he said.

Little Julianna can be glad he didn't.

### Drama at Three Tables Beach

It began as a family outing to the beach. It could have ended as a tragedy if two Navy chiefs hadn't been on hand.

Senior Chief Robert N. Clapp and his neighbor, Chief Ronald J. Dill, both aviation ASW technicians, were relaxing with their families on Three Tables Beach in Hawaii, where both are assigned.

Then one of Chief Dill's children came running to tell the chiefs that a little boy had been pulled from the water.

Both Navymen ran to the scene. Three-year-old Derek Worthington had stopped breathing and had turned blue.

Senior Chief Clapp began mouth-to-mouth resuscitation while Chief Dill massaged the boy's chest.

By the time the fire department rescue squad arrived, the chiefs had the child breathing and had wrapped him in a blanket. He was taken to a hospital and reported in satisfactory condition.

"Fate works in strange ways," AXC Dill said afterward. "We almost did not go to Three Tables that day because it is so far from our homes." He is assigned to Patrol Squadron 6 at NAS Barbers Point. AXCS Clapp is attached to the air station.

"I never thought I would see the day that I would be glad to hear a child cry," said Senior Chief

Clapp, the father of three, "but it was a happy day in my life when this one did."

### Rescue in the Pacific

U. S. Navyman George E. Austin has received a certificate of commendation from the police of Ibaraki Prefecture, Japan, for saving a Japanese man from drowning in the Pacific Ocean.

The American petty officer, stationed at NAS Atsugi, Japan, was camping on the beach near Tarai, 95 miles northeast of Tokyo, when the incident occurred last summer.

Austin noticed that a boat carrying three people had capsized offshore. He immediately swam toward the boat, passing two of the boat's occupants who were already swimming safely to shore.

He placed a life preserver around the third man and helped him to the beach.

Austin is a qualified water safety instructor and has had a part in other rescues in both Japan and the States.

# PG 99

## OPERATES AS PLANE GUARD

PG stands for Patrol Gunboat. Now it might mean Plane Guard.

uss *Beacon* (PG 99) has been operating in the Pacific with the attack carrier *uss Kitty Hawk* (CVA 63) as a plane guard-on

station astern of the carrier to pick up pilots in case of mishap. Destroyers usually perform the duty.

According to observers of the experiment, the maneuverable, fast (0 to 40 knots in a minute flat)

Above: Dwarfed by *USS Kitty Hawk* (CVA 63), *USS Beacon* (PG 99) takes on fuel. Center right: PG 99 hooks up with CVA 63 for an experimental underway refueling. Far right: *Beacon* takes some heavy seas in her inaugural assignment as plane guard for *Kitty Hawk*.





"I must say I am a little embarrassed about the award," he said. "When you're trained to do a job, you don't expect to be rewarded."

### He Heard a Cry for Help

When Seaman Michael T. Ritchie was awarded the Navy Commendation Medal in September, he had the double pleasure of receiving his award from a Cub Scout whose life he had saved, and of, in effect, repaying a favor he himself had received from a Navy rescue helicopter only a few months before.

Seaman Ritchie and a couple of his off-duty shipmates from *USS Impervious* (MSO 449) were sitting on a pier at Hickam Harbor Beach in Hawaii one afternoon last April, when they heard cries for help. Timmy McChain, 8, had been playing on the beach near his family when a huge wave reached him. Before anyone noticed, the strong winds and currents had swept him out to sea. He was 250 yards out when Ritchie heard his cries.



Seaman Michael T. Ritchie received the Navy Commendation Medal at Pearl Harbor for his heroic action in the rescue of Cub Scout Timothy McChain.

Even before his friends figured out what had happened, Ritchie had run down to the end of the pier, taken off shirt and shoes, and dived in. He returned with the boy, frightened but unhurt.

"When I heard the boy calling for help, I knew what had happened. I also knew how he felt because the same thing happened

to me three months ago. I lost my surfboard and was swept a mile and a half out to sea; after almost four hours out there, a Navy copter spotted me and picked me up."

gunboat worked well in her escort role with the attack carrier.

A gunboat can often reach a downed aviator faster than a destroyer, and her small size (165 feet long) and 28-man crew make

her cheaper to operate than a 250-man, 376-foot destroyer.

As for speed, few vessels can compete with a PG. *Beacon's* power plant includes two diesels for cruising—but also a gas turbine en-

gine using a gas generator basically the same as an F-4 *Phantom*.

*Beacon* uses the same JP-5 jet fuel *Kitty Hawk* gives her planes, so she can come alongside the carrier for a drink any time.



# THE SEABEES

## THEIR

**S**EABEES don't have to go to the Republic of Vietnam to find a challenging assignment. It can usually be found anywhere around the world where mobile construction battalions are at work. But there's no doubt that one of the Seabee's biggest challenges, and greatest accomplishments, has been in Vietnam, where they've completed what Admiral Thomas H. Moorer,

Chairman of the Joint Chiefs of Staff, has called "the largest single construction program undertaken in the history of the world."

The hundreds of miles of roadway and bridges the Seabees have built in Vietnam have kept supply trucks rolling and farmers' produce in village marketplaces. Seabees have helped the Vietnamese people



## Vietnam

# THE ROADBUILDERS

Roadbuilding is never an easy task; it doesn't make it any easier if your bulldozer hits a mine or the monsoons wash away the roadbed. But Seabees have been building roads throughout the Republic of Vietnam, roads necessary for the transportation of supplies and the movement of people.

A detail from Mobile Construction Battalion 62 has been working on a six-and-a-half-mile stretch of roadway in Quang Nam Province

since late spring. They're rebuilding old French route LTL-4, once a heavily-traveled road into the western agriculture regions.

The first step in rebuilding the roadway was careful planning. Horizontal and vertical curve designs had to be drawn up, earthwork computations and cost estimates made, and separate phases of the operation scheduled to insure maximum use of equipment and manpower.

While engineers were drawing up plans, equipment operators used bulldozers to clear and grub the flat terrain along the right of way.

Since LTL-4 passes through territory occupied by hostile forces, the right of way had to be guarded 24 hours a day by Vietnamese troops and Marine advisors.

As the right of way was cleared, route surveyors set shoulder, slope and grade stakes to show equip-

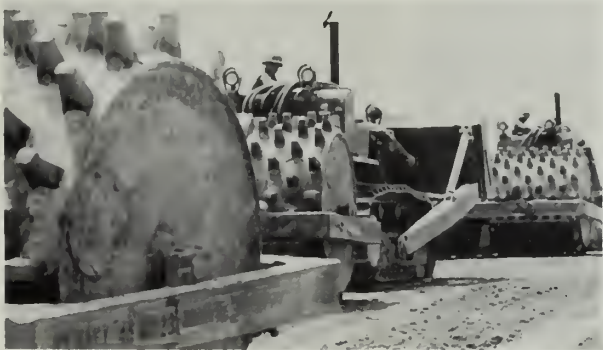


# LIVE UP TO REPUTATION

to help themselves, working side by side to build schools, hospitals and housing for the homeless.

Heroism and hard work are Seabee traditions: Construction Mechanic 3rd Class Marvin G. Shields, awarded the Medal of Honor posthumously, heads a long list of Seabee medal winners in Vietnam, and Seabee units have received Presidential Unit Cita-

tions and Navy Unit Commendations for their efforts. Latest units to be singled out are MCB 62 from the Atlantic Fleet, and MCB Four from the Pacific. They won "E" Awards as the top battalions of 1970. For samples illustrating the first two words of their motto "We Build" see below and the next page. The Seabees indeed live up to their reputation.



Facing page L to R: (1) A "TD-20" draws a sheep's-foot roller over freshly laid laterite fill. (2) An EO uses a matarized grader to bring the roadbed to grade. (3) Tricycle rollers are used to pock crushed base rock. Above: MCB 62 dozer operators prepare to move. Above right: Assigned as soil tester, on EA checks the water content of soil samples taken from laterite fill. Right: An EO backs his "MRS" tractor and grid roller in compacting base rock. For right: An equipment operator steers his pneumatic tire compactor into position.



ment operators and the fill boss boss the designated shape of the future roadbed.

The spongy soil of Vietnam will not hold up under heavy vehicular traffic. So the Seabees used huge earth scrapers to haul tons of laterite (a red soil from which bricks are made) from a nearby hillside. Here another problem arose: constant rains soaked the fill, undermining and eroding it.

Giant "sheep's foot" rollers fol-

lowed the fill crews and compacted the laterite into the proper density for necessary bearing strength. After the compacting crews had driven their 30-ton pneumatic-tire machines back and forth across the road surface, crushed rock was spread by roadgraders and bonded into the roadbed with heavy grid rollers.

Once the base had been firmly compacted, it was wet down and coated with a mixture of tar and

diesel oil. This sealed the base and created an impermeable surface upon which asphalt could be laid.

The last step was laying the asphalt in two 2" layers with a paving machine. Not long afterwards, the highway would stand up under the pounding of heavy supply trucks. And the Seabees could move on to another stretch of roadway.

—Story and Photos by  
EA2 Harry Goforth, Jr.



# MCB 10 BRIDGE

For years, the inhabitants of Huong Can in the Republic of Vietnam had a problem. They lived on one side of the Song Bo river and the land they farmed lay on the other.

Each day, they either walked a mile to a shallow ford or bated across the stream to their fields — that is, until the men of Mobile Construction Battalion 10 built a bridge.

As the Seabees saw it, a bridge was necessary for resettlement of refugees coming into the area.

Eventually the bridge will carry vehicular traffic and open a large area to the road network being constructed in the Republic of Vietnam.

After a ceremony dedicating the bridge, the Commanding General of the First Division, Army of the Republic of Vietnam, decorated each bridge crewmember of the Mobile Construction Battalion 10 for his outstanding efforts in building the bridge.

A little more than a year ago, men of U. S. Naval Mobile Construction Battalion 10 in the Republic of Vietnam built a bridge designated as number 13 on National Route One between Hue and Quang Tri. This year, it was destroyed and they rebuilt it with the help of a crew from NMCB 62.

The bridge was a 180-foot timber structure on a major transportation artery to the Northern I Corps. Its importance was emphasized when motor and pedestrian traffic soon backed up at both ends of the charred structure.

But Seabees don't waste time. While the timbers were still smoldering, a crew was on hand to estimate the damage and to clear the debris. Within a few hours, a temporary passage had been opened





# BUILDERS

and construction begun on a new bridge 13.

Because of the urgency of the situation, the men of MCB 10 were joined by a crew from NMCB 62 from Da Nang. Together, they had a new bridge completed and traffic restored to normal in just eight days.

Another Seabee bridge now spans a waterway in Vietnam, completing 15 miles of roadwork in the Northern I Corps area which was the scene of fighting for many years.

The original bridge was damaged during the 1968 communist Tet offensive and the coastal area in which the bridge was located became a no-man's land salted with land mines and booby-traps.

Before the people could return, explosives left behind by the communists were cleared, making it possible for former residents to rebuild their homes and farm the fertile rice lands.

The men of U. S. Naval Mobile Construction Battalion 10 began work on the bridge at Camp Wilkinson, keeping in mind the original concrete piers which were still in place, although in a damaged condition.

New caps were poured for the concrete abutments and the prefabricated bridge sections were flown by helicopter from Camp Wilkinson to the bridge site nearly 13 miles away.

While four men stayed with the structure for final welding and planking, two 17-foot towers were constructed at Wilkinson and put in place by a *Chinook* helicopter at each end of the bridge.

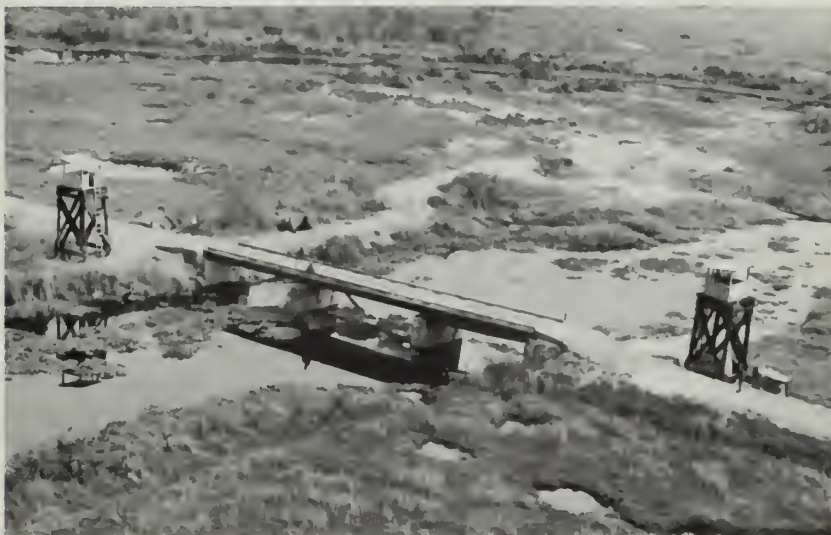
The area which had been a battleground for more than two decades was once again ready for human habitation.



Opposite page from top: As the remains of Bridge 13 smolder in the water, bridge crews are already on the scene to begin work: (2) Once the headwells are in place, the pile-driving operation begins. (3) The 180-foot bridge nears completion with portions of the old bridge still in the water. This page at top: When completed Bridge 13 will be able to support 30 tons of traffic. Below: Another bridge NMCB 10



rebuilt in the Northern Corps I area of Vietnam completes 15 miles of roadwork. Above left: CDR D. P. Johnson of NMCB 10 addresses the people of Huong Con. Right: The completed bridge over the Song Bo River.



## ● STRENGTHENED LINES OF COMMUNICATION

In recent months, CNO has talked to Navymen of all grades and ratings, in an attempt to get a wide spectrum of viewpoints on possible improvements in the Navy. (Open any recent issue of All Hands for more on this subject.) This Navywide communication will continue; in NavOp Z-54 (2 Nov 70), Admiral Zumwalt reviews some of the ways by which recommendations from the Fleet can now reach headquarters:

- Personal meetings between CNO and senior officers (former COs, flag officers) reporting for duty in the Washington, D. C., area.
- Retention study group programs involving junior officers and enlisted men selected to represent various type commands.
- Permanent CPO advisory boards to CNO, with members serving for six months and rotation scheduled to ensure continuity.
- Continuing visits by CNO and the Navy's new "ombudsman", Rear Admiral David H. Bagley, to ships, naval districts, shore stations and Fleet organizations.

## ● GUIDE TO CHALLENGING JOBS

A summary of officer billets will be published by the Chief of Naval Personnel next March and distributed annually to all ships and stations. The publication will highlight various aspects of the billet structure such as geographic location, required designator and rank, subspecialty and primary duties. It should help make officers, and particularly junior officers, more aware of the broad range of challenging jobs available throughout the naval establishment. At the same time, the officer preference card (NavPers 1303/1) is being redesigned to assist officers in better communicating their duty and career preferences to CNP.

## ● HIGH SCHOOLERS PREFER NAVY

Forty-three per cent of 25,000 high school students polled this fall by the National Institute of Student Opinion (NISO) say they would volunteer for two years of military service, if there were no draft and military pay scales were increased. The poll was conducted in fall issues of Scholastic Magazine's high school publications.

The percentage that would volunteer for 2 years of military service was sizable; however, the number of high schoolers questioned who would consider making the military service a career was 13 per cent.

The Navy is by far the most popular choice for military duty: 32 per cent prefer the sea service, followed by the Air Force--26 per cent; Army--17; Marines--13; and Coast Guard--12.

The poll suggests (not surprisingly) that military service is more popular among boys than among girls of high school age: 48 per cent of males and 38 per cent of females polled say they would enlist. Percentages also vary by age group: 54 per cent of high school freshman males say yes to voluntary enlistment, compared to 40 per cent of male seniors.

The Navy is even more popular than the other services among the



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high school girl students than it is with the young men. The Navy led the other services in this area with 36 per cent of the girls saying they'd rather by Navy women.

## • FY 70 CASH AWARDS TOP \$143,000

Navy men won almost \$150,000 for beneficial suggestions during the last fiscal year. The Navy adopted more than 1000 of their ideas and stands to save more than \$7 million. If you know a better or less expensive way of doing a Navy job, you can benefit both yourself and your country by speaking up. (SecNav Instruction 1650.24 series will tell you how to submit your suggestion; see also "Your Ideas Are Worth Money" in the Jan 68 All Hands.)

## • SCHOLARSHIPS FOR NAVY DEPENDENTS

If you have a child of college age, now is the time to begin application for the many Navy-administered private scholarships that have been established specifically for Navy dependents. Final application must usually be made by 1 May for fall entrance, but early application will give you and the student a chance to look into all available scholarship opportunities. For more information, write to Personal Services Division (Pers P-511), BuPers, Navy Department, Washington, D. C. 20370. Best time to start application procedures is now (Dec or Jan).

## • COLLEGE LOANS FOR NAVY JUNIORS

While you're looking into scholarships for college or vocational school for your child (see above), don't forget the Navy Relief Society, which offers one of the best loan programs available to students anywhere. No interest is charged on the loan, which is repayable after graduation in small monthly sums.

A loan from the Navy Relief Educational Fund will usually cover the difference between what you and the student are able to pay, and the cost of a college year (but normally not more than \$1250 per year). Deadline for applications is 15 Mar for fall entrance; the deadline is firm. For more details, write to Navy Relief Society, Suite 1228, 801 North Randolph, Arlington, Va. 22203.

## • SMALL CRAFT INSIGNIA AUTHORIZED

Officers and petty officers in charge of riverine and coastal craft under combat conditions in the Republic of Vietnam will receive special recognition through a new breast insignia authorized by CNO in NavOp Z-51. The insignia is not yet available and will be purchased at individual expense.

## • MORE TIMELY PUBLIC RECOGNITION

The CNO has approved recommendations by a recent junior officer retention study group which will speed up approval procedures for

medals and awards, and thus insure more timely public recognition of heroic or meritorious achievement. NavOp Z-49 sets a Navywide standard of 60 days for processing letter recommendations and 10 days for those transmitted by message.

Other recommendations call for a more representative cross section of the command on awards boards, and for a Navywide conference to standardize awards criteria. (See Page 41 for more details.)

## ● HOME FOR CHRISTMAS

Reduced military fares are available for holiday travel by rail, bus and air. And this year there are no special "blackout" days for holiday air travel at reduced rates; all major airlines will offer standard reductions for military standby and reserved fares. Only restriction is on weekend reserved travel; if you fly between noon and midnight on Friday or Sunday, plan on paying full fare.

Your command's transportation officer can help you plan your holiday schedule to take maximum advantage of reduced military fares. (Also see the November issue of All Hands.)

## ● MORE ON LEAVE & LIBERTY

"Cold iron" berths for 30 days will be provided for all ships returning from extended deployments, to the extent practicable and as part of the continuing effort to encourage liberal leave and liberty policies. With a ship's engineering plant closed down and all services being supplied from the pier, crewmembers should have more time off for rest and recuperation. Exception to the new policy is made for ship types which require support beyond the capabilities of port facilities and when a higher priority exists for available berths. (For more on "Leave, Liberty, and the Pursuit of Happiness," see last month's All Hands.)

## ● SEA DUTY FOR CAREER JUNIOR OFFICERS

Junior officers serving on initial active duty assignments ashore (exclusive of training billets) are assured that their requests for sea duty will be approved, according to a new policy announced in NavOp Z-42. Career officers will thus have every opportunity to acquire necessary sea qualifications during initial obligated service. A request for sea duty from an ENS or LTJG serving ashore should be submitted via the commanding officer, enclosing an Officer Preference and Personal Information Card (NavPers 1303/1).

## ● CHIEF, YOU'VE GOT THE DECK

To free junior officers for professional and leadership development, and to recognize senior petty officers' capabilities for greater responsibility, officers of the grade of LTJG and above are being exempted from quarterdeck watches, once qualified in all aspects of quarterdeck procedures. Ensigns and senior POs will take over these duties, except



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under unusual circumstances. (For more details, see the roundup of new policies affecting junior officers on Page 35.)

## • MEDICAL CORPS PROMOTION ELIGIBILITY CHANGES

Criteria for determining promotion and entry grade credit for Medical Corps officers below the grade of CAPT have been revised. Secondary promotion zone eligibility has also been expanded for Medical Corps CDRs and LCDRs, and eliminated for LTs. Medical Corps officers are encouraged to review the contents of SecNav Notice 1421 (20 Oct 70), which set new rules for promotion eligibility.

## • REMINDER FOR NON-CITIZENS

All aliens in the U. S. or its possessions are required to report their addresses to the Attorney General in January. Registration cards (for you and any relatives who are alien residents) can be obtained next month at all U. S. post offices, and any time at offices of the Immigration and Naturalization Service. If you are temporarily absent from the U. S. during Jan, you must report your address within 10 days of your return to this country.

Registration procedures may vary slightly for noncitizens serving aboard ship. Most ships' post offices stock the registration cards; fill one out and return it to a postal clerk for forwarding. Your division officer or leading PO may also handle distribution.

## • NEW DIRECTOR OF WAVES

The Waves will have a new commander next month when CAPT Robin L. Quigley succeeds CAPT Rita Lenihan as Assistant Chief of Naval Personnel for Women. CAPT Quigley, daughter of a retired Air Force officer, entered the Navy in 1954. She becomes the eighth Director of Waves on 4 Jan 1971. CAPT Lenihan will move from the Waves' BuPers office to the Pentagon and duties with the Office of the Deputy Chief of Naval Operations for Fleet Operations and Readiness.

## • IMPORTANT TAX NOTE

If you're holding down a second job, a change in Internal Revenue laws could mean an unpleasant surprise when you figure your taxes next spring. Before 1 Jan 70, federal income taxes were withheld on such earnings of more than \$17 per month, if you claimed zero exemptions. But this year that minimum went up to \$92 per month. For each exemption you claim, the minimum goes up another \$54.20 before taxes are withheld.

That means if you claimed zero exemptions, and have not had extra tax withheld, you have only paid taxes on that part of your secondary income above \$92 per month. For 12 months, that would come to more than \$1000 on which you have paid no withholding tax. You'll have to make up that difference when you file. You can avoid this situation in

the future by arranging to have extra tax withheld from your secondary income. You may submit such a request on line 7 of Internal Revenue Form W-4 (Employee's Withholding Exemption Certificate). Talk to your employer about it.

## ● SEABEES ASHORE

If you're a Seabee headed for CONUS shore duty, the chances of your working within your rating skill are better than ever. Platoon-size Construction Battalion Units (CBUs) have been launched at Great Lakes, Pensacola, Annapolis, Memphis and Corpus Christi. Additional units are approved for Lemoore, San Diego, Alameda, Newport, Jacksonville, Norfolk, Charleston and Pearl Harbor.

These CBUs will train on construction projects such as welfare and recreation facilities and will provide the technical expertise for guidance on the "self-help" program (announced in last October's Navy News Briefs).

## ● SWAPS FOR OFFICERS

An exchange of duty program for officers is now being tested by the Chief of Naval Personnel. This policy, which began 1 Nov on a six-month trial basis, enables officers to exchange duty at their own expense. The pilot program was announced in NavOp Z-56 (9 Nov 70).

An officer desiring to "swap" duty may submit his request (with the endorsement of his commanding officer) directly to the Chief of Naval Personnel. Requests for exchange of duty are controlled by the Officer Distribution Division in BuPers. When an exchange match can be made, orders will be prepared for the officers concerned.

## ● EFFECT OF EARLY-OUT & EAOS SEPARATION ON REENLISTMENT

No matter whether they are classified Recommended for Preferred Reenlistment (Code RE-R1) or Eligible for Reenlistment (Code RE-1), all Navy personnel released under any early-out program will need the approval of the Chief of Naval Personnel to reenlist if they have been separated more than 24 hours. Members with the Recommended for Preferred Reenlistment classification will receive preferential consideration for reenlistment.

There is no current requirement for anyone separated at normal EAOS for more than 24 hours to receive approval of the Chief of Naval Personnel to reenlist if they are classified Recommended for Preferred Reenlistment or Eligible for Reenlistment. However, starting 1 Jan 71, in addition to all separatees under early release programs, BUPERS approval will also be required for the reenlistment of anyone classified Eligible for Reenlistment (Code RE-1) if they are separated at normal EAOS for more than 24 hours. After 1 January 1971, only those who are classified, at normal EAOS, Recommended for Preferred Reenlistment (Code RE-R1) will not be required to receive approval of BUPERS to reenlist, if they do so within three months of their separation.



## • DEPENDENTS OVERSEAS

Lack of information can cause serious financial hardships. Some Navymen, for example, have run into big problems when they've sent their dependents overseas at their own expense. In some countries in Europe and the Far East, dependents of Navymen serving aboard ships homeported in the U. S. are not eligible for commissary and exchange privileges as well as other fringe benefits, because of Status of Forces Agreements between governments. In such situations, dependent children may also be ineligible to attend U. S. military schools overseas. Be sure to check with your commanding officer before you send your family overseas at your own expense. And look for a full discussion of this subject in an upcoming issue of All Hands.

## • EXTENDING FOR VARIABLE REENLISTMENT BONUS

No, the rules haven't changed in this respect, say officials in BuPers, clarifying the intent of BuPers Notice 1133 (31 Jul 70). Provided you are eligible in all other respects, any extension of two or more years will qualify you for payment of variable reenlistment bonus on the extension's operative date. In addition, if you allow a two-year extension to become operative, you may execute extensions up to a total of four years and be paid additional VRB on the operative dates.

The notice does state that if you are in a VRB-eligible rating and are reenlisting to establish eligibility, you must reenlist for a period that exceeds your current obligated service by at least two years. Example: Petty Officer SEAMAN enlisted on 1 Jul 66 for four years. During his enlistment he executed three extensions (#1 for two years, #2 and #3 for one year each) for a total of four years. At the expiration of his enlistment he has two options: (1) He may reenlist for six years (the current obligated service plus two additional years, OR (2) allow his extension #1 to become operative and be paid VRB. On the operative dates of extensions #2 and #3 he will receive the final two VRB payments.

## • PRESIDENTIAL APPOINTMENTS TO ACADEMY

You--or your son--may be eligible for a Presidential appointment to the Naval Academy.

These appointments are limited to the sons of officers and enlisted men, Regular or Reserve, who (1) are on active duty (other than for training) and have served on continuous active duty for the past eight years, or (2) are retired (or who die while retired) with pay or granted retired or retainer pay. Sons of those Reservists who retire at age 60 are not eligible.

There may also be 40 midshipmen at the Naval Academy at any one time who are the sons of servicemen who died of injuries received or of diseases contracted (or aggravated) while on active duty. The sons of servicemen 100 per cent disabled as a result of such injuries or diseases are also eligible.

Applications should be addressed directly to the Chief of Naval Personnel (Pers-B66) and must be received by 31 Jan 71 for the 1971 class.

# from the desk of the **Master Chief Petty Officer of the Navy**

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## The Winds of Change

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GMCM D. D. BLACK

**WE** MUST ALL BE AWARE that we are a military service and therefore an organization which is richly endowed in tradition. Our predecessors have learned that certain ways of doing things are better than others. Usually, they've learned this "the hard way."

Fortunately, we are still learning lessons through experience, search and discovery, and are not content with relying on our past performances, triumphs and accomplishments to get us through. Nevertheless, the too-familiar expression, "That's the way we've always done it" is still heard, even today when it is nothing more than a very weak rationale at most.

But there comes a time when tradition becomes a hindrance and change is necessary. I believe we have reached that time. Changes are taking place in the military and in the Navy today which will bring about a better Navy tomorrow for all its members.

Our new Chief of Naval Operations, Admiral Zumwalt, recognized a need for change in certain areas. He recognized that steps should be taken to make changes which are in the best interest of Navy personnel.

In his change of command speech last June, the CNO stated he has two primary objectives at the outset of his tour of office. One is to achieve a balance in force levels in order to meet the present threat as well as the acquisition of new ships and weapons to meet future threats. The other objective is to achieve a balance between the demands we make on our people and the rewards of a naval career.

**A**DMIRAL ZUMWALT's stress on "people" as a major priority in these objectives can only mean a change in our way of thinking about the Navy's men and women. The suggested balance between force levels and threat—the operational and tactical duties the Navy may be called on to perform—cannot be achieved without the other balance—between demands on and rewards to our people—being achieved as well. But before any improvements can come about, certain changes must first take place.

In the months and years to come, everyone in the sea services must be prepared for the changes that will come about. Everyone's adaptability will be tested, to say the least.

But don't get me wrong—I don't advocate change for the sake of change. We should not break up a winning team without first thinking through to the consequences and being sure that the lessons of the past, when relevant, are heeded and not forgotten.

Unfortunately, some people, whether they be in the naval establishment or not, are opposed to change for any reason. They regard change as a break with tradition, or worse yet, a slap at authority. Their myopic view of the role and scope of the Navy and its people in today's world and within today's society, only hinders the Navy's mission. To these men, I say get out of the way!

**M**ORE AND MORE PEOPLE are asking "Why?" and to do so is not necessarily questioning authority. "Why?" is the first word which starts the thought processes, eventually and ideally resulting in a better way of doing things. We should not at anytime, think that to ask "Why?" is contrary to the tradition of respect for (and a need for) authority. How can we expect the type of people we want for the Navy—sensitive, questioning, involved individuals—not to ask questions about things which have been taken for granted and accepted as being right and proper just because "we've always done it that way?"

It is not tradition that will be eliminated by change, it is the confusing and degrading policies and practices, the demeaning and petty regulations held over from another age which hopefully will die. The Navy has begun to move and will continue to move with the times. But just as the Navy is up to date in its technology, so must it be up to date with its people. It must regard its people as its greatest asset.

Admiral Moorer, the former CNO, started the ball rolling with his stress on "people," and on better services and living conditions and expanded benefits for Navy personnel. At the same time, the term "quality control" became a herald of change to come under Admiral Moorer. And the quality control programs of today—for example, the raising of reenlistment standards and the establishment of performance review boards—are signs of that change.

*(Continued on Page 41)*



## Making A Naval Career More Rewarding For JUNIOR OFFICERS

**J**UNIOR OFFICERS' opportunities for challenging assignments and greater career satisfaction are being closely scrutinized in the offices of the Chief of Naval Operations and the Chief of Naval Personnel. As a result, new policies are being established to make a naval career more attractive to the young officer. Among these new policies are more command billets for JOs, greater opportunities for early promotion, fewer collateral duties and quarterdeck watches, and more say in the operation of officers' clubs. (Most of these new policies appeared in Navy News Briefs as they were announced.)

- *To enhance the prestige and responsibilities of more young officers, ships being decommissioned are being turned over to XO's and department heads as early as possible in the inactivation cycle. (NavOp Z-47 announced the new policy.)*

- *Outstanding young aviation officers (pilots and NFOs) will receive greater responsibilities, too. In four aviation squadrons, the ranks of CO, XO and all department head billets are being lowered, permitting highly qualified lieutenant commanders to attain command in naval aviation.*

- *Another important step is the recent decision to*

increase maximum below-zone promotion limits to 15 per cent of authorized selections. Previously, below-zone promotions to the grades of lieutenant commander through captain were restricted by law to five per cent.

The CNO has called the new policy "... another step forward in the Navy's program to recognize high performance through visible, accelerated promotion opportunity."

- *To free junior officers for more demanding jobs, senior petty officers are taking over many responsibilities previously assigned to ensigns and lieutenants (jg). Latest development here is to exempt officers in the grade of LTJG and above from quarterdeck watchstanding, once they are fully qualified in all quarterdeck procedures. Ensigns and senior POs will take over the duties of in-port OOD, except in unusual circumstances when safety, security or protocol requires a more senior officer on the quarterdeck.*

NavOp Z-44, which announced the new policy, emphasizes that experience as a qualified quarterdeck watch officer remains essential to the career of every unrestricted line officer.

- *An earlier decision reduced the collateral duties of*





junior officers, thus allowing more time for professional qualification and leadership development. Senior petty officers are now being assigned such collateral duties as lay leader, library officer, safe driving officer, benefits and insurance officer, career counselor, Project Transition officer, athletics officer and voting officer. Unnecessary or redundant collateral duties have been eliminated. Chiefs and 1st class petty officers (as well as junior officers) are thus getting more challenging jobs and the enhanced prestige that accompanies greater responsibility.

**F**INALLY, TWO RECENT POLICIES should help make a naval career more interesting and more fun for junior officers. The first sets up annual shiphandling

competitions, beginning next year; the second gives JOs more say in the operation and choice of entertainment at officers' clubs.

- *Line officers in the grade of lieutenant commander and below* will be eligible to compete in the yearly type and squadron shiphandling contests. Winning candidates will be rewarded with letters of commendation and the prerogative of choosing their next normal assignment. Specific standards for the competition are being developed; look for further information in upcoming issues of ALL HANDS.

- *The second new policy* directs that young officers will be appointed "in adequate numbers" to advisory groups of officers' open messes, and will be encouraged to make recommendations for entertainment and other services.

In order to attract these officers, selected groups of young ladies (such as college sororities) will be invited to act as hostesses at officers' clubs at least once a week. Casual wear (and flight suits at naval air stations) will be permitted in at least one room of the mess.

- *As an additional experiment* in making off-duty facilities more attractive to JOs, five "hard rock" clubs are being established at naval stations in Newport, Norfolk, San Diego, North Island and Pensacola. These clubs will have their own advisory groups of young officers.



## WHY HE DECIDED TO STAY IN

Lieutenant James E. E———, a qualified diesel submarine officer currently assigned to a submarine homeported in Charleston, S. C., has withdrawn his resignation. In a letter to headquarters at BuPers, he stated: "Since submission of my letter of resignation, the Chief of Naval Operations has instituted numerous changes that will eliminate many of the conditions that I listed as reasons for terminating my naval career. I believe the policy changes will make the naval service a more desirable, challenging, rewarding and prestigious profession. As a result, I wish to continue my career as a United States Naval Officer."





# Shiphandling Sweepstakes

Every seagoing junior officer worth his salt wants to learn to handle his ship, but the possibility of damaging a pier, buoy or the ship itself has always been an inhibiting factor.

Although the Navy realizes a dent, scrape or other minor damage will almost inevitably result, it plans to exploit junior enthusiasm by establishing a shiphandling competition to begin 1 Jan 1971 and continue throughout the year. (See last month's *ALL HANDS*, p. 33.) Winners will be announced the following February.

Line officers in the grade of lieutenant commander and below may volunteer to compete unless they are commanding officers or lieutenant commanders serving as executive officers.

Standards relating to mission-oriented operations concerning shiphandling evolutions, OD tactics and seamanship capabilities will be established by type commands. There will be no written examinations.

Each unit commanding officer will select the best candidate from his ship. During the calendar year, when feasible, division or squadron commanders will observe and evaluate his shiphandling ability and evaluate his performance on sheets provided by the type command.

Contestants generally will be grouped by squadron for competitive purposes but division groupings will be used in type commands where squadrons do not exist.

In type commands where there are significantly dissimilar ships, the command may form competitive groups as it deems appropriate.

The type commands will determine the number of winners who, as a reward, will receive a letter

of commendation from the Fleet Commander in Chief and will have the prerogative of choosing their next duty.

This prerogative extends to ship type, home port, destroyer school, postgraduate study, area of CONUS shore duty and overseas duty. The winners, of course, must be both eligible and qualified for whatever duty they choose.

An officer may win only once while serving at any given duty station.

## Below Zone Promotions

**H**ERE IS SOME MORE detailed information on the subject of "Below Zone" promotion for officers as reported in the October issue of *ALL HANDS* (page 27).

The President, with the vigorous support of the Secretary of the Navy, recently signed an Executive Order which suspends the legal limitations on the percentage of officers in the Navy who may be recommended for promotion from below the promotion zone.

Before this, the number of below zone selections to the grades of lieutenant commander through captain was limited to not more than 5 per cent of the number of selections authorized to the grade concerned. With the removal of the statutory limitation, the below zone percentage limit will be established by administrative action.

The percentage, however, will not exceed 15 per cent for any grade, and the prerogative to select up to this number will of course remain with the board. This is another step forward in the Navy's program to

## bulletin board

recognize high performance through visible accelerated promotion opportunity.

Since fiscal year 1967, line selection boards considering officers for selection to the grade of captain have selected the maximum number authorized from below the promotion zone. In fiscal year 1970, all line selection boards utilized the maximum number of below zone selections authorized.

As a related, but independent, action taken in fiscal year 1970, the span of eligibility for every officer was increased insofar as possible to allow two opportunities for early selection to the grade of lieutenant commander through captain.

This is one result: It is now theoretically possible for an officer to be accelerated six years by the time he is eligible for Flag selection. The following table compares the progress up the grade ladder of a "due

course" officer and an officer who achieves a maximum of early selections:

	DUE COURSE	MAXIMUM ACCELERATION
Flag Eligible	24 - 25 years	18 - 19 years
Captain	20 - 21 years	14 - 15 years
Commander	14 years	10 years
LCDR	8 years	6 years
LT	3 years	3 years

As can readily be seen from the above table, under current promotion structure and policies, today's lieutenant may rise through the grade structure at a pace virtually unfettered by anything but his own limitations. He could become eligible for consideration for Flag grade in his 18th year of service, at an age of about 39 or 40.

## A New School for Junior Officers



SecNav Chafee dedicates new school for officers.



THE SURFACE WARFARE OFFICER SCHOOL at Newport, one of the Navy's newest training facilities, was formally dedicated in September by Secretary of the Navy John H. Chafee. The first class of 24 officers reported two weeks later.

The new school is designed to give newly commissioned officers who have orders to small combat ships six weeks of training in some of the more practical day-to-day aspects of shipboard personnel management and combat readiness. Students are drawn from various naval officer programs and attend the school while en route to their first assignments at sea.

The school staff is composed of six officers and nine enlisted men, all of whom have had recent experience at sea. The officers had qualified as officers of the deck on small combatant type ships.

The impetus for the school began in 1966 when a Task Force on Navy/Marine Corps Personnel Retention recommended the establishment of a surface combatant school. The aim of the program is to ease the transition of a junior officer from college campus to life aboard ship, and at the same time provide the Fleet with competent, confident officers, or, as Secretary Chafee noted during the dedication ceremony, "immediately employable ensigns."

SecNav added: "It is hard to imagine any two professional qualifications more vital to the Navy of the 70s at the working, everyday, operational level than the ability of our young junior officers to be competent watch and division officers. I can think of no parallel in civilian life to the awesome responsibilities routinely shouldered by an ensign or a lieutenant (jg) in his mid-20s as he takes over the deck or the engineering plant of a modern warship underway at sea."

The Surface Warfare Officer School building is an older wood structure at the Newport site which has been completely renovated. Facilities include a classroom with 24 individual desks, a lounge which doubles as a seminar room, staff office spaces, a ship's library and a ship simulator.

The latter provides an environment in which the team functions of the bridge, combat information center, damage control central, main engineering control and after steering can be exercised.

Though the first few courses will be restricted to 24 students each, the school eventually will be able to accommodate three classes conducted simultaneously. At capacity, the school could annually provide the Fleet with over 500 "immediately employable" junior officers.



# THE WINNER

IT'S NOT LIKE THE SEA DUTY he's had in the past, but Master Chief Aircraft Maintenceman John D. Whittet can expect to find his new job as the Navy's Senior Enlisted Advisor (SEA) every bit as demanding.

Chief Whittet was recently selected by a reviewing board to relieve Master Chief Gunner's Mate Delbert D. Black as the Master Chief Petty Officer of the Navy (MCPON, which has become the more common name for this office).

Chief Black, the first MCPON, has served in this capacity since the Navy established the office in 1967. MCPON is the Navy's counterpart to the sergeant major offices of the other Armed Services organizations, and, like them, demands a highly concerned and competent man.

Chief Whittet's appointment was decided by a selection board which began considering a large number of master chiefs who were nominated by their commanding officers for the MCPON billet this year. After an extensive screening of their records, 10 semifinalists (announced in ALL HANDS, October 1970) were chosen, and the competition was later reduced to four (ALL HANDS, November). From these four, Chief Whittet was selected for the job.

THE OFFICE OF MCPON was created by the Navy as a force to deal with the enlisted retention program, a part of the attempt to make the Navy more attractive to enlisted members.

The main job of MCPON is to serve enlisted men and women—he is their direct line of communication to the Chief of Naval Personnel. This often involves the review of proposed policy changes (suggested by members of the Fleet) and their forwarding, with his own suggestions, to the Chief of Naval Personnel.

On occasion, MCPON also helps to find solutions to individual queries which have not been resolved through the normal chain of command procedures. He has direct access to the various branches and offices within the Bureau and Navy Department to help him answer such questions.

MCPON is not a decision maker. He is an advisor—the Navy's top enlisted advisor. When he is unable to answer the questions of individual Navymen, even with the aid of offices within the Bureau, he personally consults the Chief of Naval Personnel for the answer.

The job also includes some official travel, usually with the Navy's Inspector General, as well as representing the Navy's enlisted ranks at high-level ceremonies the world over.

But as the direct link between the Navy Department and the individual sailor, MCPON's main task involves the counseling and advising of the Navy's en-



MCPON John D. Whittet and his wife Helen pose for their photograph during their visit to Washington, D. C., where they heard the news that he had been selected as Navy's top enlisted adviser.

listed ranks.

CHIEF WHITTET comes to the Washington billet with some valuable experience to apply to his new post. In addition to a wide range of experience acquired during his 27 years of service, he has been serving as the Master Chief Petty Officer of Naval Station Argentia, Newfoundland—basically the same job, but on a smaller scale.

A reviewing official assessed Chief Whittet's performance in this capacity: "As MCPON of the Naval Station he has been extremely conscientious, energetic and a tireless performer, well versed in all aspects of his duties. He is an open-minded individual who is abreast of changes occurring in the Navy, with compassion for others and ever ready to effect the best condition for all concerned."

Since his enlistment in 1943, Chief Whittet has spent his career in the Aviation Machinist's Mate rating. He rose steadily through the enlisted ranks until he received his final advancement to MCPO three years ago.

His career in naval aviation has included service in numerous squadrons and other aviation commands, as well as tours aboard three carriers—USS Anzio (CVE 47), USS Lexington (CV 16), and two tours aboard USS Bon Homme Richard (CVA 31).

Chief Whittet is one of the few active Navymen who wear Combat Aircrewman wings. His awards range from World War II through Korea and afterward.

Even during his off-duty hours, Chief Whittet has an impressive record of personal service—to his family, various organizations, and the community. He has been active in church groups (and is now a Sunday School Superintendent), a variety of Navy-sponsored clubs, scouting activities and other community service organizations.

Originally from Cranston, R. I., Chief Whittet and his wife, Helen, have two daughters and a son, Glenn, who as an active Navy member, is carrying on a family tradition which his father started many years ago.

—JO2 Jim Trezise

# Seavey A-71: Heading for S

**T**HE LATEST EDITION of Seavey, Segment A-71, is currently underway and bringing to many seagoing Navy men the prospect of reassignment to shore stations during the summer months of 1971.

This installment of the sea-to-shore rotation includes two features of special importance for eligible personnel:

The reduction from 24 months of obligated service to 14 months as an eligibility requirement has been extended to include more rates.

A shortage of personnel filling overseas shore billets has created a need for volunteers for both preferred overseas shore duty (type 6), and overseas shore duty counted as sea duty for rotational purposes (type 3). These overseas assignments include the following advantages:

- If selected for overseas shore duty (type 6), you can expect 36-month tours as compared to the standard 24-month CONUS tours. If your published CON-

US tour is more than 36 months, you can normally expect approval of extensions up to 48 months.

- If selected for assignment to overseas shore duty (type 3), you will not lose SEAVEY eligibility upon completion of your overseas tour. Tours in this type of duty are either 12/18 months "unaccompanied" or 24 months "accompanied." Normally you will not be assigned to type 3 activities in an area you have not requested.

- If you are selected for overseas duty, you can normally expect to be transferred in June or July 1971.

**I**N GENERAL, if your present sea duty (which includes all continuous sea assignments you have had) began during or before the month listed below for your rating and rate (as of 1 November 1970), you may be transferred to a shore assignment between June and September 1971. In addition, you must have been

RATE	SDCD	RATE	SDCD	RATE	SDCD	RATE	SDCD	RATE	SDCD	RATE	SDCD
BM1	Apr 65	FTG1	Oct 65	JO1	Jul 69	SF1	Dec 64	ADJ1	Jan 69	AMS1	Jul 69
BM2	Jan 65	FTG2	Oct 65	*JO2	Jul 69	*SF2	Jul 67	*ADP2	Jul 69	*AMS2	Jul 69
BM3/SN	Jan 65	FTG3/SN	Oct 65	*JO3/SN	Jul 69	*SF3/FN	Jul 67	*ADJ3	Jul 69	*AMS3	Jul 69
								*ADJAN	Jan 69	*AMSAN	Jan 69
QM1	Apr 64	FTM1	Nov 66	PC1	Jun 68	DC1	Jul 66				
QM2	Mar 66	FTM2	Jun 66	PC2	Jun 68	*DC2	Jul 67	*AT1	Jan 69	AMH1	Jul 69
QM3	Mar 66	FTM3/SN	May 66	PC3 SN	Jun 68	*DC3	Jul 67	*ATR2	Jul 69	*AMH2	Jul 69
QMSN	Sep 65					*DCFN	Jan 67	*ATR3	Jul 69	*AMH3	Jul 69
								*ATRAN	Jan 69	*AMHAN	Jan 69
SM1	Jul 64	MN1	Jul 68	LI1	Jan 69	EA1	Sep 68				
SM2 APR	Apr 64	MN2	Jul 68	*LI2	Jan 69	EA2	Sep 68	*ATN2	Jul 69	AME1	Jan 69
SM3/SN	Apr 64	MN3/SN	Jul 68	*LI3/SN	Jan 69	EA3/CN	Sep 68	*ATN3	Jul 69	*AME2	Jul 69
								*ATNAN	Jan 69	*AME3	Jul 69
										*AMEAN	Jan 69
RD1	Jan 67	ET1	Jan 69	MM1	Aug 64	CE1	Jan 68	AX1	Nov 68	PR1	Jul 69
RD2	Jan 67	ETN2	Sep 68	MM2	Sep 66	CE2	Jan 68	*AX2	Nov 68	*PR2	Jul 69
RD3/SN	Dec 65	ETN3/SN	Nov 67	MM3/FN	Feb 64	CE3/CN	Jan 68	*AX3/AN	Jul 68	*PR3	Jul 69
		ETR2	Sep 68							*PRAN	Jan 69
		ETR3/SN	Sep 67	EN1	Jun 65	EO1	May 67	AO1	Jan 69	AK1	Jan 69
ST1	Jul 66			*EN2	Jul 67	EO2	May 67	*AO2	Jul 69	*AK2	Jul 69
STG2	Jul 66	RM1	Jun 68	*EN3/FN	Jun 68	EI3/CN	May 67	*AO3/AN	Jul 69	*AK3/AN	Jul 69
STG3/SN	Jan 66	*RM2	Jun 68								
		*RM3/SN	Jun 68	MR1	May 66	CM1	May 67	ABE1	Jul 68	AS1	Jun 69
STS2	Jul 66			*MR2	Dec 66	CM2	May 67	*ABE2	Sep 68	*ASE2	Jun 69
STS3/SN	Jan 66	YN1	Jun 69	*MR3/FN	Dec 66	CM3/CN	May 67	*ABE3/AN	Jul 69	*ASE3/AN	Jun 69
		*YN2	Jun 69							*ASH2	Jun 69
TM1	Mar 67	*YN3/SN	Jun 69	BT1	Feb 65	BU1	Sep 67	ABF1	Mar 68	*ASH3/AN	Jun 69
TM2	Mar 67			BT2	Nov 65	BU2	Sep 67	*ABF2	Mar 68	*ASM2	Jun 69
TM3/SN	Mar 67	*CYN3	Jun 69	BT3/FN	Jan 64	BU3/CN	Sep 67	*ABF3/AN	Jul 68	*ASM3/AN	Jun 69
GMM1	Oct 67	*CYN3SN	Jun 69								
GMM2	Oct 67	SK1	Aug 67	BR1	Dec 64	SW1	Jan 67	ABH1	Jan 69	HM1	Oct 68
GMM3	Nov 68	*SK2	Jul 69			SW2	Sep 66	*ABH2	Jan 69	*HM2	Oct 68
GMM3SN	Oct 67	*SK3/SN	Jul 69	EM1	Aug 64	SW3/CN	Sep 66	*ABH3/AN	Jul 69	*HM3/HN	Jan 69
				*EM2	Feb 67						
GMT1	Apr 69	CS1	Jul 67	*EM3/FN	Feb 67	UT1	Mar 67				
GMT2	Apr 69	*CS2	Apr 68			UT2	Mar 67				
GMT3/SN	Apr 69	*CS3/SN	Jul 69	IC1	May 65	UT3/CN	Mar 67				
				*IC2	Jun 66						
GMG1	Jun 65	SH1	Jan 66	*IC3/FN	Jun 66	ADR1	Jul 69	*AE1	Jul 69	SD1	Mar 67
GMG2	Feb 65	SH2	Jul 66			*ADR2	Jul 69	*AE2	Jul 69	SD2	Mar 67
GMG3/SN	Feb 65	SH3/SN	Jul 65			*ADR3/AN	Jul 69	*AE3	Jul 69	SD3	May 66
								*AEAN	Jul 68	TN	Feb 68



# Shore Duty

on board your present command for duty on 1 November 1970, and you must have the required amount of remaining obligated service.

A final stipulation for those serving on toured sea duty (types 3 and 4) is that your TCD must fall within the months of transfer (June through September) to be eligible for a shore assignment.

If all the above qualifications are met, your personnel office will supply any necessary additional information and assist you in requesting your duty preferences. You may expect your orders sometime between February and May, and your actual transfer to shore duty between June and September.

Below is the listing of Sea Duty Commencement Dates (SDCDs). Most of the rates listed require obligated service to at least May 1973. However, if your rate is marked with an asterisk (\*), you need only obligate to July 1972 or later.

## NOW--Faster Processing Of Awards & Decorations

**E**VEN IF a Navyman knows he's done a good job, he still likes to be told. Timely public recognition of heroic or meritorious achievement is a keystone in maintaining good morale and improving career satisfaction. To make this recognition more timely, the Chief of Naval Operations has approved several recommendations by a recent junior officer retention study group concerning awards procedures:

- A new Navywide standard for processing awards recommendations has been established: 60 days for letter recommendations and 10 days for those transmitted by message. When appropriate in combat areas, these recommendations may be transmitted electrically via the Fleet commander in chief and CNO, with intermediate commands as information addressees (who would comment by message only if they did not concur with the basic recommendations).

For Navyman not assigned to operating forces, award recommendations should be forwarded via the administrative chain of command and CNO as appropriate. If necessary, the awarding authority will reply by message in order to meet the 60-day letter deadline.

- Awards boards will be constituted to provide a more representative cross section of the command. Specifically, 50 per cent of the members will be officers of the rank of lieutenant commander and below.

- A Navywide awards conference will be convened at an early date to standardize criteria for medals and

awards. Major commands processing award recommendations will be represented.

### SMALL CRAFT INSIGNIA

In a related development, special recognition for dedication, skill and professionalism has been awarded to officers and petty officers in charge of riverine and coastal craft under combat conditions in the Republic of Vietnam. Eligible to wear the new breast insignia authorized by CNO (when it becomes available) are commissioned or enlisted Navyman assigned in country for at least six months as officers in charge, patrol officers, river section leaders, boat officers and petty officers in charge of the following craft:

*Patrol boat river (PBR)*

*Patrol boat fast (PCF)*

*Strike assault boats (STABS)*

*Minesweeping craft*

*Harbor defense craft*

*Logistic support craft (LCU, LCM, YFU)*

*River assault craft*

Eligible units are River Flotilla One (River Assault Squadrons 9, 11, 13 and 15); Coastal Squadron One; River Patrol Flotilla Five; Mine Divisions 112 and 113, NSA Da Nang and Saigon; and Inshore Underseas Warfare Group One. The names of other eligible billets, craft or units will be provided by Commander Naval Forces Vietnam.

When available, the new breast insignia will be purchased at individual expense. If command at sea insignia is also earned, it will take precedence and shall be worn in lieu of the small craft insignia.

### FROM THE DESK OF MCPON (cont.)

More recently, many policies and practices have been given a second look resulting in a long list of personnel-oriented proposals for improvement, dealing with everything from the wearing of ball caps with working uniforms to six-section duty for ship's company. And there are many more items for change in the air.

And at the same time, Admiral Zumwalt has called for increased participation in personnel and personal interests at every level of the command—commanding officer, officer and petty officer alike. This is a special challenge at a time when highly responsible men are urgently being sought for responsible positions in all areas of our society.

It appears to me that the time to "stay Navy" has never been better. I can tell you about many career Navyman about to retire, who are wishing they could stay on longer. And, I might add, I am one of that group. But there comes a time when every Navyman must take his leave of active duty. It just seems that NOW is such a tempting time to linger on a bit longer.

## **What's Your Question?**

# **BUPERS LOOKS for the ANSWERS**

*Is discharge or reenlistment legal on a Sunday or holiday?*

*Are kindergarten classes included in the overseas dependents' school program?*

*What are considered to be "overriding special circumstances" when considering requests for extension of duty tours?*

**T**HESE ARE SOME of the hundreds of questions asked each month in letters and telephone calls to the Bureau of Naval Personnel. Each query is given a prompt, personal answer by the cognizant BuPers office, and those considered of general interest are published in ALL HANDS.

Here are the questions and answers for the third in a series. For parts I and II, see ALL HANDS, August and October 1970.

### **Rotation/Assignment**

**Q:** *My Sea Duty Commencement Date is within the dates indicated in the Seavey notice. Why am I not in Seavey?*

**A:** First, check with your personnel office to see if your SDCD is recorded correctly in the Navy Manpower Information System. If it's not, ask that a request be submitted (as outlined in article 3.21 of the Transfer Manual) to have the date corrected.

After BuPers has authorized the correction, and your personnel office has made the corrected entry in the NMIS, you then request entry into Seavey by speedletter to the Chief of Naval Personnel. This speedletter is termed a "late submission" and allows for your duty preferences and any other information you wish to send to your detailer. When the Bureau receives the speedletter, you are put into the Vey segment and you can expect transfer orders. The guide for preparation of a late submission is article 3.27a, Transfer Manual.

**Q:** *What are considered to be "overriding special circumstances" when considering requests for extension of duty tours?*

**A:** If you are in a "one-for-



one" billet and your detailer is unable to provide a relief, your request for extension would probably be approved. This would be the case, for example, if you are the only hospital corpsman assigned to the command and there is no corpsman available to replace you.

Also, conditions of a humanitarian nature which would normally warrant an assignment under chapter 18 of the Transfer Manual are considered special circumstances which generally apply.

**Q:** *Although I am eligible for Seovey, I wish to remain on sea duty. What should I do to indicate my desires?*

**A:** You may request a sea tour extension by indicating the broad duty preference code "9-9" on your rotation data card, or by letter to BuPers submitted via your commanding officer. You will receive a reply either by letter or data card.

**Q:** *I have received orders to an overseas station and have been told that if I want to take my dependents overseas at government expense, I must have enough obligated service to complete a two- or three-year "accompanied" tour, depending on the area. Is this true?*

**A:** If you expect the government to finance your dependents' travel, yes. If you do not have, and are unwilling to incur, enough obligated service to complete the accompanied tour, you will not be entitled to transportation of your dependents. In such case, if they go with you anyway, you cannot receive payment of the special overseas station allowances and they may be denied such privileges as commissary and exchange. If you elect to serve the shorter "all others" tour or are otherwise denied transportation of your dependents to the overseas station, you can be eligible to move your dependents and household goods to a designated place in the United States during your unaccompanied overseas service.

**Q:** *When I receive orders to overseas duty and wish to have my*

*dependents accompany me, how do I protect their eligibility for transportation and also my eligibility for shipment or storage of household goods?*

**A:** There are three major steps:

- Elect an "accompanied tour" for the area.
- Make sure you have sufficient obligated service to complete the prescribed accompanied tour.

- Obtain authorization for concurrent travel and dependent entry approval from the overseas area commander.

With regard to the latter, you must have the overseas area com-



mander's affirmative answer before you apply for dependents' transportation and household goods services at government expense.

**Q:** *How is a man assigned when he is dropped from a Navy school because of inability or inaptitude?*

**A:** A man who is dropped from a Navy school is made avail-

able for reassignment by one of the Enlisted Personnel Distribution Offices (EPDOs). As is the case with other assignments, he will be sent where he is needed most, and chances are about 50-50 that he will return to his previous Fleet.

**Q:** *I am a Filipino steward's-mon. What are the chances of my receiving an assignment to duty in the Republic of the Philippines?*

**A:** There are more than 16,000 stewardsmen, and only 132 SD billets in the Philippines. You must be eligible for Seavey before you are considered for one of these

billets, and you are considered in order of preference established by sea duty commencement dates.

A second assignment to the Philippines is not authorized unless available billets cannot be filled by SDs requesting their first assignment.

It is noted that assignment to the Philippines is made by BuPers only.

**Q:** *As a Seabee, do I have a choice between a one-year in-country tour and a mobile construction*

## What's Your Question?

*battalion for my assignment to the Republic of Vietnam?*

**A:** To the extent possible, men coming from non-Vietnam sea duty who are eligible for Seavey are given a sea extension and assigned to a one-year tour in-country, and then are assured of assignment ashore upon completion of the Vietnam service.

Men completing tours of shore duty are normally assigned to a



construction battalion for a period long enough to complete two RVN deployments.

Relative requirements for in-country vs. battalion assignments vary with time and with ratings; therefore, a hard-and-fast rule cannot be applied. Homeport preferences are considered and, if possible, honored.

**Q:** *I'm a Seabee who completed a Vietnam tour in 1968. I've heard there is a possibility I'll return to Vietnam at the end of my current tour. Is this true?*

**A:** As of 1 Jan 1970, only 240 of 3509 career Seabees (in grades E-6 through E-9) eligible for Vietnam duty had not either completed a Vietnam tour or were assigned to an RVN-related billet. This means that men who have completed previous Vietnam tours comprise a major source to meet

Vietnam requirements in the top pay grades.

Current rotation policy guarantees a Seabee 24 months of non-Vietnam duty once he has completed a Vietnam tour (BuPers Notice 1306 of 24 Nov 1969 refers).

The combined result: Because so many career Seabees have already served in the Republic of Vietnam, it is not unlikely that you will be reassigned to a Vietnam-related billet since you completed your previous tour more than two years ago.

### Warrant Submariner

**Q:** *I qualified and served in submarines until appointed to warrant grade. I have repeatedly volunteered for further submarine duty, but continue to receive surface ship assignments. Why is this so, when my background, experience and personal motivation are for submarine duty?*

**A:** Submarine-qualified enlisted men have enjoyed an excellent selection ratio when competing for limited duty and warrant appointments. As a result, the over-all number of such officers (in some designators) far exceeds requirements within the submarine force.

Manpower authorizations for submarines do not include billets for limited duty or warrant officers. However, a variable number of especially qualified LDO/WOs have been assigned to submarines both because of a shortage of junior 110X officers and simultaneously to enhance the qualifications of those LDO/WOs for future submarine tender assignments.

Since World War II, the paramount reason for using limited duty and warrant officers in submarines has been to expand their individual qualification in prepara-

tion for later roles in submarine tenders, shipyards, training facilities and staffs. Consequently, the number of LDO/WOs so assigned has been relatively small — sufficient only to meet projected requirements.

Other factors which influence the requirements for LDO/WOs to serve in submarines include:

- Billet vacancies in submarines.
- Specific designators of the applicants (now limited, in general, to Polaris/Poseidon weapons/fire control, or naval nuclear propulsion plant operators).

- Availability of the LDO/WO for assignment. Candidates are considered for submarine assignment only at the time of normal rotation.

It is noted that future assignments for LDO/WOs to diesel-electric submarines will be extremely limited. And competition among applicants will be keen. At this writing there are more than 300 volunteers, the majority of whom have excellent records and strong endorsements by commanding officers. And 95 per cent of these LDO/WOs are not required in submarines, but are very much needed in other billets where their submarine skills may be advantageously applied.

In the case of nuclear submarine billets, applicants must meet exacting criteria. Many LDOs and warrant officers who received nuclear power training as enlisted men and qualified in submarines have been too long disassociated from nuclear billets to justify reassignment without disproportionate retraining.

But the picture is not all dim. The records of all warrant officer selectees are evaluated upon initial appointment. After the first tour in an officer billet, the fitness reports are screened by a board to determine the most advantageous assignment.

From this, an availability list is maintained and as requirements occur, limited duty and warrant



officers are ordered to submarine duty.

### Eyen on Sunday

**Q:** Is discharge or reenlistment legal on a Sunday or holiday?

**A:** Yes, it is legal. However, when an enlistment expires on a Saturday, Sunday or holiday, the Navy man or woman may be separated up to three days early in order to use normal working hours. Article 3840240.4j(1), BuPers Manual, refers.

### Requests to BuPers

**Q:** When a Navy man or woman submits a letter request to the Bureau of Naval Personnel, and receives a strong favorable recommendation in the commanding officer's endorsement, does the wording of the CO's recommendation help?

**A:** Of course. Every letter received at BuPers is read by at least

permit or dictate approval of requests for humanitarian reasons.

### White Trousers

**Q:** Are the white trousers with conventional pockets and zipper fly, recently approved for enlisted men in grades E-6 and below, the same white trousers worn by chief petty officers?

**A:** No. The biggest difference is that the new trousers are not creased fore and aft as are the CPO uniform trousers. And there are other differences.

Uniform Regulations describes the new trousers as "... made of white cotton twill with conventional side, front and back hip pockets, side seams, zipper-fly front and conventional Navy trouser legs without cuffs."

CPO white trousers are described as "... of a conventional style, with a plain front, a slide-fastener fly closure, belt loops, side front

stocks of the standard white trousers are used up.

### Precedence

**Q:** In the CPO mess recently, a discussion came up over enlisted precedence. One chief said the boatswain's mate rating is the senior rating in the Navy and that BMC takes precedence over other chiefs. Most of the chiefs present disagreed, but no one could come up with a directive that abolished this precedence-by-rating. What's the story?

**A:** At one time, enlisted ratings were designated various degrees of precedence with BM at the top of the precedence list for "military matters." Quartermaster was number two on the list, which meant that any quartermaster in a given pay grade was senior for military matters to all others in his pay grade except BM. Working down the list, number three — signalman — was senior to all ratings except BM and QM, and so on.

This system was changed in 1968. To review (ALL HANDS, April 1969):

- No one Navyman is senior to another by virtue of rating (occupational field) alone.

- There no longer is a distinction between "military matters" and "non-military matters" for determining enlisted precedence and seniority.

The first point erased "precedence by rating" which few Navy-men really understood. One of the main problems was the difficulty in deciding what was a military matter and what was not, particularly when it was considered that an active duty Navyman is responsible to the military 24 hours a day.

Here, now, is how enlisted precedence is figured:

- Order of rank is the first consideration. You take precedence for seniority over all those in pay grades (rates) below your own.

- If there is a pay grade "tie," a BM1 and a GM1, for example, the one with the longest period of continuous service in that pay grade



three people in the Bureau. However, it is important that the individual be eligible for whatever he or she is requesting before submitting the letter. Many requests, with and without "strong" endorsements, are for things for which the individuals concerned are not eligible. In most cases such as these, the requests must be disapproved, regardless of the strength of the recommendation.

However, in some cases, overriding special circumstances can

and hip back pockets, with the left back pocket buttoned and narrow legs with hems."

The new trousers for E-6 and below will be phased in as old

## What's Your Question?

takes precedence and is considered senior.

- If a "tie" extends to time in grade (each made grade at the same time), the one who had the longest continuous service in the next lower grade takes precedence, and so on through lower grades if necessary.

Related points on enlisted precedence are discussed in article 2210150, BuPers Manual.

**Q:** *Why does my lineal number change at times other than due to promotion?*

**A:** Lineal numbers must occasionally be changed to accommodate officers reporting to active duty. But although the lineal numbers may change, the relative positions of the officers concerned are maintained.

### Fitness Report File

**Q:** *How can an officer determine if his fitness report file is current and continuous?*

**A:** The fitness report form provides a receipt to be returned to the officer when the report is received in BuPers. Many officers maintain a personal receipt file and periodically check it for continuity. If a receipt is not received within a reasonable time after a report is submitted, the reporting senior should be notified so that he can follow up with appropriate action.

### Test Battery Retesting

**Q:** *May a Navyman be retested in the Basic Test Battery he initially takes in recruit training?*

**A:** Yes. At times, retesting is required because a man's additional education and experience may lessen the accuracy of the earlier test.

Enlisted classification units may approve retests for those who have not previously been retested (only one retest is permitted) provided they:

- Are high school graduates or the equivalent.
- Have shown positive improvement in educational background,

language proficiency or experience.

- Have not taken the initial test within the last two years.

- Have a valid enlisted classification record in the service record.

- Have a positive reason for being retested (such as a requirement for entrance to a school or program to which waivers are not allowed; morale or reenlistment; evidence of substantial increase in knowledge or work experience; or improvement in language proficiency).

In special cases, authority for a retest may be requested from the Chief of Naval Personnel without regard to the above criteria.

The new scores become official, even if lower than the original scores. The retest is for the entire battery, not for an individual test.

### Education/Training

**Q:** *Is there any program of financial assistance for Navymen interested either in completing high school requirements, or earning college credits toward a degree, on an off-duty, part-time basis?*

**A:** The Navy is interested in helping all Navy men and women raise their educational levels. Financial assistance is available through the Navy Tuition Assistance Program, which pays 75 per cent of the tuition costs of courses undertaken at accredited high schools and colleges. Support is limited to seven quarter or semester hours in any one term. Application for tuition assistance is made via commanding officers to the naval district or overseas area commander with authority to issue tuition

assistance contracts. The Navy portion is paid directly to the school (it cannot be paid to the individual). Therefore, it is important that applications are submitted in sufficient time for the applicants to receive a contract to present to the school at time of registration. Note that by law, commissioned officers must agree to remain on active duty for two years following completion of any course for which tuition assistance was granted.

**Q:** *With regard to training quotas, what is the reference which provides data for requesting school quotas?*

**A:** The Formal Schools Catalog (NavPers 91769 series) contains information on the offices with quota controls and prerequisites for attending respective courses. This publication is revised semiannually to ensure up-to-date convening dates and notice of new courses.

### Advancement

**Q:** *When is the next exam for advancements to senior and master chief petty officer?*

**A:** The next scheduled exam for SCPO/MCPO, will be in February 1971. But the schedule will be revised next year so that the exams are given in November. This means there will be two exams (February and November) during 1971, and once a year (November) thereafter.

**Q:** *Is a man with a set retirement date qualified to participate in an advancement exam?*

**A:** A member who submits his Fleet Reserve application after 1 Jan 1971, which would normally be approved for a date subsequent to 1 Jul 1971, may not be advanced to a pay grade which would require him to remain on active duty or incur additional obligated service beyond his authorized Fleet Reserve date.

**Q:** *May a designated striker*



*toke on odvncement exom in o roting other than his own in order to change his roting?*

**A:** No. Identified strikers may only participate for advancement in their designated rating. If you wish to change your striker identification, submit a request to the Chief of Naval Personnel. Normally, striker identifications are assigned only as a result of a Navy-wide examination or Class "A" school training. Therefore, if your request is approved, authorization will usually be granted to remove your present striker identification, which will enable you to strike for another rating of your choice.

### Promotion

**Q:** *If selected for promotion, must I be promoted before the beginning of a new fiscal year?*

**A:** No. The number of officers selected is based on an estimate of vacancies that will occur during a fiscal year. Promotions then are effected on a monthly basis as actual vacancies occur within each grade. This procedure is followed until the promotion list is depleted.

**Q:** *How are date of rank and effective date assigned in cases of promotion to limited duty officer?*

**A:** The effective date is based on vacancies within the LDO structure, and the date of rank is that of the unrestricted line officer who is immediately junior to the LDO on the promotion list.

**Q:** *How is the number of officers to be selected for promotion determined?*

**A:** The Secretary of the Navy determines projected requirements and then, in order to maintain an approximately equal opportunity for individual year groups, determines the size of the zone. A selection percentage is applied to the number of officers in the promotion zone; the number selected equals the anticipated requirements.

**Q:** *Is an officer required to take a new oath of office each time he is promoted to a higher grade?*

**A:** No. An officer who has served

continuously since he originally subscribed to the oath of office is not required to take a new oath when promoted.

**Q:** *Must I have a permanent appointment in my present grade to be eligible for selection to the next higher grade?*

**A:** No. There is no requirement that an officer's grade be permanent in order for him to be eligible for selection.

**Q:** *How are the date of rank and effective date of a SPOT promotion determined?*

**A:** The date of rank assigned is the second day of the month in which selected. This distinguishes SPOT promotions from normal promotions which have dates of rank as the first day of the month. The effective date is the date the appointment is signed by the Secretary of the Navy.

**Q:** *When is a SPOT promotion terminated?*

**A:** Upon transfer from the billet for which SPOT-promoted. It must be terminated unless the officer is being reassigned to a billet which qualifies for a SPOT promotion, or unless the officer is on a

regular promotion list. When a SPOT-promoted officer is promoted from a regular promotion list, the SPOT promotion terminates.

**Q:** *How is the date of rank determined for restricted line and staff corps selectees?*

**A:** Vacancies for each month are first computed for the unrestricted line, and a date of rank assigned. All restricted line selectees who precede, and all staff corps selectees who immediately follow, the last unrestricted line officer promoted for the month, are assigned the same date of rank as that assigned the unrestricted line officers.

**Q:** *Will I still be considered for selection if I have failed of selection or have a retirement or resignation request pending?*

**A:** Yes. Each officer who becomes eligible for consideration for promotion remains eligible while on active duty. However, retired officers on active duty are ineligible for promotion.

**Q:** *When must a lieutenant (jg) of the Regular Navy be discharged due to failure of selection?*

**A:** Except for officers of the Nurse Corps, a lieutenant (jg) of the Regular Navy is honorably discharged on 30 June of the fiscal year in which he fails of selection for the second time. If he so requests, he may be discharged at any time during the fiscal year.

**Q:** *As an LDO lieutenant commander, will I still be considered for promotion to commander if I decline my appointment to permanent commissioned status?*

**A:** Yes. Permanent or temporary status does not affect your eligibility for consideration.

**Q:** *What is the membership of selection boards which recommend line officers for promotion?*

**A:** The selection board membership requirements are established by law. Line selection boards are as follows:

Boards to recommend captains

## What's Your Question?

for promotion to rear admiral and commanders for promotion to captain—each board not less than nine officers serving in grade rear admiral or above. When a board consists of more than nine members, only nine may act upon the case of any officer designated for engineering duty, aeronautical engineering duty, or special duty. In such cases the nine members shall be the three alternate members of the same designation as the officer under consideration (or the lesser number of such officers), plus the number of the most senior members not restricted in the performance of duty, to make a total of nine.

Boards to recommend lieutenant commanders for promotion to commander—three officers serving in grade rear admiral and six officers serving in grade captain.

Boards to recommend lieutenants for promotion to lieutenant commander, and lieutenants (jg) for promotion to lieutenant—nine officers serving in grade captain or above.

### Auto Shipment

**Q:** Are there any restrictions as to which port activity I must deliver my automobile for shipment overseas, dependent upon whether my present duty station is on the east coast or the west coast?

**A:** In general, if you are eligible to have your household goods moved at government expense, and your next duty station is overseas, your car can be shipped as well. You must deliver the car to a selected port activity for final preparation, inspection and loading aboard ship. In most cases, cars may be delivered to port activities on either coast for shipment to any country where cars are permitted to enter, and to which you may be ordered. For example, if your new duty station is in Japan and you are presently stationed on the east coast of the U. S., you can deliver your car to a port on the east coast for shipment. But there are exceptions. If you are ordered to Alaska, your car must be delivered to Seat-

tle for shipment. If you are ordered to the Bahamas, your car must be delivered to either Bayonne, N. J., or Port Canaveral, Fla., depending on your destination in the Bahamas. However, in most cases, shipment may be made from many ports on the east, west or Gulf coasts. Frequency of service from a particular port is largely dependent on the ultimate destination. Specific information should be obtained from your local transportation officer.

### Auto Insurance

**Q:** Do the armed forces offer any sort of automobile insurance to servicemen?

**A:** No. The armed services are not in the insurance business. There are numerous commercial companies which do provide auto insurance primarily for servicemen.

### Dependents' Schools

**Q:** Each of the three military departments is responsible for providing primary and secondary schooling for minor dependents of military and civilian personnel of the Department of Defense stationed overseas. How is this responsibility divided among the three military departments?

**A:** Countries in Europe, Africa and Asia to 90 degrees E longitude are the responsibility of the Army. The Atlantic area, including North, Central and South America, is the responsibility of the Navy. The Pacific area, including all countries in the Far East to 90 degrees E longitude, Australia and New Zealand, is the responsibility of the Air Force.

**Q:** I have a child of kindergarten age. Is kindergarten training offered in overseas dependents' schools?

**A:** Yes. All service-operated overseas dependents' schools offer kindergarten as an integral part of their programs.

**Q:** My child has a speech impediment. He has been enrolled in a special speech class here in the continental U. S. Would he be able to receive such training in an overseas dependents' school?

**A:** Yes. Speech therapists are employed to provide training for such children.

**Q:** I have a stepchild whom I have not adopted but for whom I act as guardian and am responsible for all of his support. Is he eligible for overseas schooling at government expense?

**A:** Yes, provided he is dependent upon you for more than one-half of his support.

**Q:** I work on base and reside in the local civilian community. My children attend local public schools. Does the Department of Defense make a contribution to the local school district for the education of my children?

**A:** No. The expenditure of DOD appropriated funds for the education of dependents within the continental U. S., Puerto Rico, Wake Island, Guam and the Virgin Islands, is prohibited by law. If the local school district meets certain criteria, it is eligible for financial assistance from the Department of Health, Education and Welfare.

**Q:** I am headed overseas with a child of college age. Are there any provisions whereby the government will assist in the payment of his tuition if he enrolls in a college overseas?

**A:** No. Provisions for overseas dependents' schooling at government expense extend only through the elementary and secondary school levels.

**Q:** I received orders to an overseas area where my dependents are not permitted, so I moved my family to Puerto Rico at my own expense. Are my children eligible to attend a service-operated school in Puerto Rico at government expense?

**A:** Yes, provided your home of record is Puerto Rico or your wife's ancestral home was in Puerto Rico before your marriage. Also, you must have been stationed in an area where English was the language of instruction in schools generally attended by the children of military personnel.





**Q:** *If my children are attending an overseas dependents' school and I die while on active duty, would the schooling continue?*

**A:** Schooling would be provided for your children at government expense for the remainder of the school year in which enrolled at the time of your death. However, enrollment after that school year would have to be on a space-available, tuition-paying basis.

#### **Retirement/Fleet Reserve**

**Q:** *If, when I take a physical examination for transfer to the Fleet Reserve, I'm found unfit, what happens?*

**A:** If you are found unfit for duty you'll be referred to the nearest medical facility (on an outpatient basis, if possible) for evaluation. If it is determined that you have a disability, you will be transferred to the nearest naval hospital for further evaluation and appearance before a physical evaluation board. However, if you do not want the disability system, you may waive your rights to a full and fair hearing of the physical evaluation board and then be transferred to the Fleet Reserve and released to inactive duty.

**Q:** *I'm approaching 30 years of service for retirement. May I receive*

*overseas duty for my twilight cruise?*

**A:** No. Eligible personnel who apply for twilight assignments under chapter 19 of the Transfer Manual may request shore duty in a naval district of their choice, or sea duty on board a ship or unit with a home port in a locality of their choice within the United States. Requests for assignment should be submitted at least 28 months in advance of the date you complete 30 years' active duty. In any event, when you contemplate a request for twilight assignment, or are nearing retirement and expect to be reassigned under normal rotation procedures, you should inform your detailee in BuPers of your plans.

**Q:** *How long must a Fleet Reservist recalled to active duty serve in order to have his retainer pay recomputed at a higher rate? How is the pay recomputed?*

**A:** After recall to active duty, you must serve, day for day, at least

24 months' continuous active duty, after the last pay raise, in order to have your retainer pay recomputed at a higher rate of base pay. The new rate is computed by adding the number of years of service creditable to you at the time of your transfer to the number of years of later active duty, and multiplying the sum by two and one-half percent of the basic pay of the pay grade in which eligible at the time of release from active duty. A fractional year of one-half or more included in the computation of total service is counted as a full year.

#### **NROTC**

**Q:** *What was the first non-professional military college in the United States?*

**A:** The American Literary, Scientific and Military Academy, founded in Vermont in 1819 by Captain Alden Partridge, a former superintendent of the United States Military Academy. The school was renamed Norwich University in 1834. It was the spiritual grandfather of all the ROTC programs that followed.

**Q:** *Which NROTC units had the largest student enrollment during the 1969-70 school year?*

**A:** Villanova University, 400; University of North Carolina, 343; Ohio State University, 325; University of Virginia, 304.

**Q:** *Does the Navy plan to establish any new NROTC units?*

**A:** The Citadel, Charleston, S. C., was established in September 1970. A school in Florida, its name to be announced later, will receive a unit next year. It is planned to establish new units at several predominantly Negro colleges in the near future.

**Q:** *I've heard that the restriction against marriage applicable to NROTC Regular Midshipmen, in effect since 1946, has been revoked. If true, when, and by whom?*

**A:** True, on 22 May 1970, by the Assistant Secretary of the Navy (Manpower and Reserve Affairs).

# SPORTS '70

**N**AVY MEN AND WOMEN continued to demonstrate skill, fitness and athletic achievement while vying for honors in events ranging from local flag football to big-name sports at the All-Navy, Interservice and national and international levels.

This year, a combination of spirited competition and enthusiastic spectators resulted in numerous sports treats for both athletes and fans.

Left: All hands turn to and raise the mainsail as Intrepid prepares for another race. Facing page: The crew aboard USS Warrington (DD 843) (background) joined with other fans to watch the race.

**ALL HANDS**



## PENTATHLON

At the 15th annual international military sports competition at Karlskrona, Sweden, last summer, athletes of seven nations gathered for the naval pentathlon games which are patterned after the Olympics but use military physical training techniques. The naval pentathlon is a grueling test of man's ability on land and in the water.

Final points are the sum of scores on five individual events — obstacle race, obstacle swim, lifesaving contest, seamanship competition and amphibious cross-country racing.

**UNITED STATES NAVYMEN** took first place in team competition, and the top two places in individual standings.

Lieutenant (jg) Kris Kirkland of UDT 12, with 5710 points, was the top individual scorer. Seaman V. Rodney Tanaka of UDT 11 placed second with 5593 points.

In team events, the American Navymen placed first with 16,765 points, followed by Norway with 12,214 points. Other competing countries were Sweden, Brazil, the Netherlands, Italy and West Germany.

The annual international meet is sponsored by the Conseil International du Sport Militaire (CISM). For more on the Pentathlon, see page 54.

## AMERICA'S CUP

Interest in international yacht racing reaches a peak every few years after challenges have been issued and sails are set for the America's Cup.

By way of background, in 1851, members of the New York Yacht Club built the 101-foot schooner *America* and sailed her to England where she was victorious in a race around the Isle of Wight. *America's* prize was a trophy called the Hundred Guinea Cup — since renamed America's Cup and deeded to the New York Yacht Club.

Over the years, this trophy has inspired the famous America's Cup challenge races. On 21 occasions, British, Canadian and Australian yachtsmen have unsuccessfully attempted to wrest the trophy from its place of honor at the NYYC.

**T**HE MOST RECENT America's Cup races were held off Newport, R. I., last September.

Four Navymen were among the 11-man crew of *Intrepid*, defending champion of America's Cup. The Navymen were: Lieutenant (jg) Royal DuBose Joslin, *uss Puget Sound* (AD 38); Lieutenant (jg) Norris Strawbridge, communications officer of *uss Escape* (ARS 6); Seaman George Twist, Mine Flotilla Three, Long Beach; Seaman Richard N. Sayer, Officer Candidate School, Newport.

Early last spring, the four Navymen joined *Intrepid's* skipper, Bill Ficker, and the other six crewmen, to prepare for trial races off Newport. In July, four U. S. yachts — *Intrepid*, *Weatherly* (a contender from the

1964 races), and two new boats, *Heritage* and *Valiant* — began the trials.

By the end of August, freshly reworked *Intrepid* had an almost-undefeated record and was selected to defend America's Cup.

Meanwhile, challenging boats from Australia and France were holding their own trials off Newport, and Australia's *Gretel II* defeated the yacht *France* in four straight races.

In mid-September, *Intrepid* and *Gretel II* began match racing over the 24.3-mile course. In this type of racing, the aim is to finish ahead of your opponent, and not necessarily to finish the course by the most direct route.

America's Cup boats — 12-meter yachts — usually carry up to eight spinnakers and five or six jibs, each designed for a specific strength of wind. Having the right sail up at the right time can decide the outcome of a race.

**S**TRATEGY AND A FAST, dependable crew can enable the lead boat to block the wind from the sails of the second boat and thus hinder its progress. A good crew can set a new sail inside another without the spectators realizing that a change has been made.

The best-of-seven series between *Intrepid* and





*Gretel II* lasted 14 days, including cancellations because of foul weather.

*Intrepid* won the first race by five minutes, 52 seconds after the Australians had lost a man overboard and *Gretel II* fouled her spinnaker.

The Australians came back and *Gretel II* apparently had won the second race by 67 seconds, but Ficker protested that his right-of-way had been impeded at the start. The New York Yacht Club awarded the race to *Intrepid*, which meant a 2-0 margin for the American boat.

*Intrepid* won the third race by 1:18, but *Gretel II* again came back and took the fourth race by 1:02. Aided by a friendly wind shift, *Gretel II* made a run in the stretch and overtook the Americans in the last half-mile.

The fifth and deciding race for *Intrepid* was a superb duel fought to the finish before *Intrepid* pushed home by 1:44, or some 300 yards.

Bill Ficker and his crew, which included four U. S. Navymen, were cheered for their skill, determination and sportsmanship, and until America's Cup is again challenged, will be regarded by many as the world's finest yachtsmen.

—America's Cup Story and Photos  
by PH3 T. R. Hearsom, USN



Outside column top to bottom: These Navymen served as part of the 11-man crew on the *Intrepid*. (1) SN Richard N. Sayer, USNR. (2) SN George Twist, USNR. (3) LTJG Royol DuBose Joslin, USN. (4) LTJG Narris Strawbridge, USNR. (5) SN George Twist checks forward mast stays before a race. Left: LTJG Royol Joslin spends early morning hours preparing rigging. Below left: Minor adjustments are made in the rigging during a trial race. Below: SecNav Jahn H. Chafee, (left), Mrs. John R. Drexel, III, Charles L. III and RADM J. Nevin Shaffer, Commander Cruiser-Destroyer *Farce*, Atlantic Fleet, view the first race in the America's Cup series from USS *Warrington* (DD 843). Bottom: The crew retire a sail at the end of a busy day.





## GOLF

Individual honors in golf went to Lieutenant Larry McAtee of NAS Oceana, Va., who won the All-Navy Open championship and then went on to capture interservice honors with a 10-under-par, four-round total of 278 over the tournament course at Naval Station Long Beach.

Lieutenant McAtee's second round score of 65 — a record for the course — helped him pull away from his nearest competitor, Marine Robert Nieberding, who finished in par 288.

The Navy swept the Interservice Open Division in team standings with a combined score of 1160. The Air Force placed second and the Marines third.

**I**N THE INTERSERVICE Senior Division, Navy Captain Tex Ireland of San Diego held a four-stroke lead going into the final round, but was unable to withstand the charge of Air Force Lieutenant Colonel Gordon Manchester. Senior Division team honors likewise went to the Air Force; Navy, second; Marines, third.

At Long Beach earlier, LT McAtee, CAPT Ireland and Lieutenant Commander Nancy Hollenbeck were respective winners of the Open, Senior and Women's divisions of the All-Navy tournament. For LCDR Hollenbeck, representing the Chief of Naval Air Reserve Training, Memphis, it was her fourth All-Navy championship and third in as many years.

Captain Ireland, Assistant Chief of Staff for Administration to the Commandant, 11th Naval District, had participated in eight previous All-Navy tournaments. Lieutenant McAtee is a three-time All-Navy champion, having won the open titles in '67 and '69.



## SKEET SHOOTING

At the Interservice Skeet Shooting Championships in Colorado Springs last May, AOCS Allen F. Buntrock, attached to USS *Constellation* (CVA 64) proved himself once again a champion with a shotgun. He was world champion with the 12-gauge in 1969. The Navyman took first place in international-style shooting (the shotgun touches the hip until the target appears) during the interservice competition.

Buntrock was a member of the five-man Navy team which won the Interservice Championship at Colorado Springs.

**I**N OTHER COMPETITION later, EO3 Carl L. Hartman of MCB-4 in Okinawa last September scored 97 hits out of a possible 100 to place first in the Miruko Trap Shooting Contest at the Keystone Gun Club, Futema.

## BOWLING

The 1970 Interservice Bowling Championships at Camp Lejeune, N. C., was the setting for a roll-off in which the Navy captured three of five events in the men's competition. Navy women did not fare as well, although in the Women's Doubles a combined 2172 by YN2 Dorothy Morgan and YN2 Carol Gunder fell only 34 pins shy of the winning Air Force team's 2206.

These were the Navy's interservice bowling representatives (who earlier had survived eliminations which progressed from the local level to the All-Navy Bowling Championships at NTC San Diego):

- Men — AG1 Max Burke, NAS Lemoore; PN2 F. M. Sandoval, NTC San Diego; YN2 Paul Devillier, NMCTC, Albany; ATAN Don Marsch, VT 28, NAS

For left: First Sergeant Daniel Coe of Camp Pendleton hits the first tee shot to start the Interservice Championships of Los Alamitos Navy Golf Course. Left: LCDR Nancy Hollenbeck, CAPT Tex Ireland and LT Lorry McAtee display their trophies for finishing first in their divisions of the All-Navy Golf Tournament in Long Beach. Below left: LT Lorry McAtee, the 1970 Interservice Golf Champion, tees off during the final round of the tournament. Below middle: EO3 Carl L. Hartman of MCB4 in Okinawa hit 97 out of 100 to place first in the Miruko Trap Shooting Contest of the Keystone Gun Club, Futema. Below right: The 1970 Interservice Bowling Championships proved to be tough competition for Navy men and women.

Corpus Christi; YNSN R. F. Harder, VA 129, NAS Lemoore; AN G. S. Pickens, VF 124, NAS Miramar; LT M. I. Henry, Naval Hospital Oakland.

• Women — SK1 L. A. Bruce, NAS Memphis; YN1 J. Moynahan, NTC Great Lakes; YN2 C. K. Gunder, Naval Station Norfolk; YN2 D. A. Morgan, NTC San Diego; AC2 M. A. Clark, NAS Alameda; AN B. J. Thomas, NAS Norfolk.

**I**N MEN'S COMPETITION, the Navy bowlers were champions in the team event, team all events, and doubles event. In the latter, the Navymen dominated as AN Pickens and PN2 Sandoval teamed to place first, and YNSN Harder and AG1 Burke combined for runners-up honors. Pickens also placed second in the individual all events.

## HYDROPLANE RECORD

Commander Glenn M. Brewer last summer won the 1970 Western Divisional Championship for the 150-

cubic-inch inboard hydroplane racing class of the American Power Boat Association races at Harrison Hot Springs, B. C. In so doing, CDR Brewer set a five-mile competition world record for the class at 83.333 mph — a full three mph better than the old record.

Commander Brewer drove the sleek hydroplane *La Cucaracha*, which by APBA rules is limited to 150-cubic-inch displacement. The craft is powered by a Chevy II four-cylinder engine modified with a fuel-injected V-8 head.

Setting speedboat records is not a new experience for the Chief Staff Officer of ComSubRon Five, San Diego. In his first year of racing in 1966, CDR Brewer was national champion in the 145-class hydro with his cabover *Volador* — named after the submarine he then commanded — and set a world straightaway kilo record.

For an illustration of this exciting water sport which is becoming more popular each year among participants and spectators, see page 56.

## THE WORLD CHAMPS IN NAVAL PENTATHLON

For general all-round seamanship and good physical condition, U. S. Navymen are hard to beat. In fact, athletes of six other countries last summer found it impossible.

The American naval pentathlon team took first place in team competition, and the top two places in individual standings, at the 15th annual International Military Sports competition at Karlskrona, Sweden.

Lieutenant (jg) Kris Kirkland, with 5710 points, was the top individual scorer. Seaman V. Rodney Tanaka came in second with 5593.

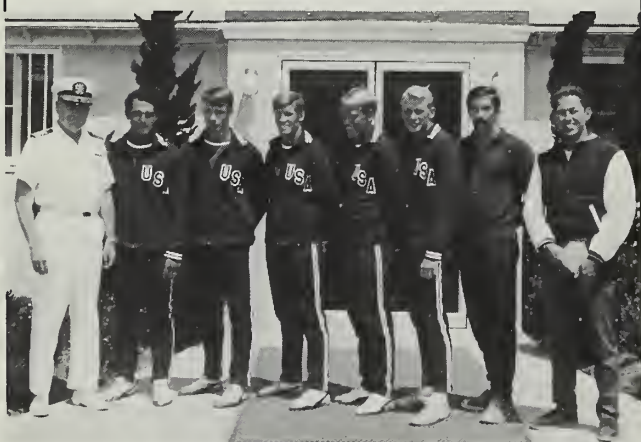
The American team, made up of four UDT men and one SEAL team member, took first in team competition with 16,765 points, followed by Norway with 16,214. Other competing countries were Sweden, Brazil, the Netherlands,

Italy and West Germany.

All the members of the team were assigned to the Naval Special Warfare Group, Pacific, as follows: LTJG Kirkland and Ensign Paul Sangren, UDT 12; SN Tanaka, UDT 11; Gunner's Mate 2nd Class Eddie J. Felton, UDT 13; and Aviation Electronics Technician 3rd Class E. R. "Woody" Shoemaker, SEAL Team 1.

Below: Pentathlon team, from left to right: CAPT Teddy R. Fielding (Commander Naval Special Warfare Group Pacific), Rodney Tanaka, Woody Shoemaker, Kris Kirkland, Steve Sangren, Eddie Felton, Marey Kucich (alternate), Chief Dan F. Rose (coach). Right: SN Rodney Tanaka participates in the obstacle race. Below: GM2 Eddie Felton paddles an inflatable boat in the amphibious cross-country meet.

H. Smith





# BASKETBALL

"The Madison Square Garden of the Pacific" — Bloch Arena at Naval Station Pearl Harbor — was the site for this year's All-Navy basketball tournament, and the SubPac Raiders, adding hustle and clutch shooting to a home court advantage, outgunned three other regional contenders.

The All-Navy pairings and results in the doubles-elimination tournament were as follows:

*SubPac 82, PhibLant 80.*

*Naval Station Newport 84, Mare Island Naval Shipyard 73.*

*PhibLant 104, Mare Island 91.*

*SubPac 88, Newport 73.*

*PhibLant 75, Newport 67.*

*SubPac 98, PhibLant 85.*

**M**OVING ON to the Interservice championships at Long Beach, 12 all-stars selected from the All-Navy tourney might have been able to keep up with a

tall, super-star-packed Army team, but the rules insist that only five players per team may take the court to play the game.

Navy was respectable in losing to Air Force 89-81, and salvaged a 92-84 victory over the Marines. But a 128-52 thrashing by Army left the Navymen with the loser's side of a 1-2 tournament record, and third place finish.

Even in a losing cause, the outstanding play of SubPac's YN3 Steve Schlink assured his selection for the Armed Forces entry in the National AAU Basketball Championships at Columbia, S. C. And for the second straight year, the military stars proved that individual talent, combined, is what goes into a winning team.

The Armed Forces swept Bowman's (Dayton, Ohio) 78-55; Little Rock 132-60; Howard Payne (Texas) 107-72; and, in the finals, Sertoma Club (Columbia, S. C.) 77-76.

During this year, basketball proved to be one of Navy's most popular sports in U.S. and abroad.

Their coach, Master Chief Engineman Don F. Rose, is an instructor with Basic Underwater Demolition training at the Naval Amphibious School, Coronado.

The naval pentathlon, patterned after the Olympic event but using military physical training techniques, is a grueling test of a man's abilities on land and in the water. Final points are the sum of scores

on five individual events—an obstacle race, an obstacle swim, a life-saving contest, seamanship competition, and an amphibious cross-country race.

Just to qualify for the team, Navymen were required to beat competitors in a mile-and-a-half run (with under nine minutes the maximum time allowed); a 200-meter swim fully clothed; and then

another 200-meter swim with fins in less than three minutes.

The annual international meet is sponsored by the Conseil International du Sport Militaire (CISM), an organization which grew out of the Allied Forces Sports Council formed in 1946 under U. S. chairmanship. CISM is made up of military services of more than 40 countries.



Team participants: (l to r) SN Rodney Tonaka, AT3 Woody Shoemaker, ENS Steve Songren, LTJG Kris Kirkland, and GM2 Eddie Felton.



Above: Opening ceremony for the 1970 International Naval Pentathlon Championships. Right: GM2 Eddie Felton in the obstacle race.

JG Kris Kirkland mows a boat during a rowing contest.

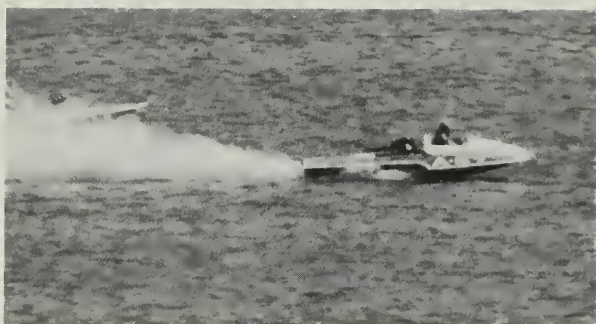


Scores are posted.

Nation	sum points	Plac
USA	branches	
Norway		
Sweden		
Brazil		
The Netherlands		
Italy		
West Germany		

SN Tonaka readies for competition.





Left column top to bottom: USS *Shenandoah* (AD 26) produced seven champions in the All-Navy Boxing finals. (2) CDR Glenn M. Brewer, driving *La Cucaracha* (A-67), set a new world record for the 150-cubic-inch in-board hydroplane racing class at Harrison Hot Springs, B. C. (3) Navymen practice basketball on land and (below) on the high seas. Right: Sailors jog to get in shape for Navy sports.



## NAVAL ACADEMY

Athletic teams at the Naval Academy won 131 events, including a record 12 over rival Army, during the sports campaign which concluded fiscal 1970.

By winning the spring sports weekend from the cadets 4 - 1, the midshipmen closed the book on the most successful year ever in Army - Navy competition. The Navymen won 12 events, Army won five and there was one scoreless tie (in soccer).

Specifically, Navy won cross-country, 150-pound football, fencing, gymnastics, pistol, squash, swimming, wrestling, baseball, la crosse, golf and tennis.

Over-all, the middies' won-lost record for 18 events during the fall, winter and spring seasons was 131-78-2.

And how about that great 11-7 Navy football victory over Army this Thanksgiving weekend!

## BOXING

If the Navy has a boxing stable, its name is *Shenandoah*.

In the All-Navy Boxing finals, eight of the 11 events had fighters from *uss Shenandoah* (AD 26), and seven of these gladiators won their fights to become All-Navy champions. Count 'em:

- *Light Flyweight* — Gary Wallace, *Shenandoah*, decisioned John Bailey, *uss Chandler*.

- *Flyweight* — Willard Mosley, *Shenandoah*, decisioned Alfred Rubio, Underwater Weapons Group One.

- *Bantamweight* — Joseph Fletcher, *Shenandoah*, decisioned Roger Henry, *uss Ranger*.

- *Featherweight* — Danny Alemida, *Shenandoah*, decisioned Salvador Carvalho, *uss Klondike*.





- **Lightweight** — Rudy Serr, *uss Vancouver*, decisioned Steve Patterson, *Shenandoah*.

- **Light Welterweight** — Quincy Daniels, *Shenandoah*, TKO over Allen Hutchinson, NavSta Treasure Island.

- **Welterweight** — Greg Potter, Service Group One, decisioned Mike Gallo, NTC Bainbridge.

- **Light Middleweight** — Cove Green, *Shenandoah*, decisioned Steve Ewell, VP-17.

- **Middleweight** — Jeff Lawrence, *Shenandoah*, decisioned Jammie Phills, Naval Shipyard Hunters Point.

- **Light Heavyweight** — Alvas Gillespie, NAS Point Mugu, decisioned Johnny Wilson, *uss Calcaterra*.

- **Heavyweight** — Dwayne Bobick, Fleet Operations Center Hawaii, decisioned John Hunter, NavComSta Sugar Grove, W. Va.

## VOLLEYBALL

Four teams composed of players representing the customary regions exchanged spikes for three days at NAS Alameda, and after each team had played a scheduled six games, the All-Navy Volleyball Tournament standings looked like this:

*Western Pacific* — 5-1

*South Atlantic* — 5-1

*Pacific Coast* — 2-4

*North Atlantic* — 0-6

WestPac won the playoff, defeating SoLant 15-7; 17-15.

THE INTERSERVICE CHAMPIONSHIPS also were held at NAS Alameda, and the spectators again received a bonus owing to a tie for first place after the regular schedule. Unfortunately, Navy fans considered the bonus to be of dubious value because their heroes

were next to the bottom in the tournament standings:

*Air Force* — 5-1

*Army* — 5-1

*Navy* — 2-4

*Marines* — 0-6

In the playoff, Air Force defeated Army, three games to one.

## ELSEWHERE IN SPORTS

**CruDesPac Olympiad**—*uss Alfred A. Cunningham* (DD 752) produced the brains and brawn needed to acquire 126 points in the third annual Cruiser-Destroyermen's Olympiad which attracted some 1500 men from 28 ships and four staffs in the Long Beach area. The olympiad consisted of 25 events—some in track and field, others in Navy-oriented skill competition, and still others in such honorable pastimes as acey-ducey and cribbage. *uss Collett* (DD 730) and *uss Norton Sound* (AVM 1) were runners-up.

**Hawaii Cross-Country**—Members of the Mid-Pacific Road Runners Club in Hawaii watched in admiration as Mike Gregorio of Fleet Composite Squadron One (VC 1) at NAS Barbers Point ran the five miles of the Diamond Head Clockwise Cross-Country race in 25 minutes, 12 seconds—20 seconds better than the old record Gregorio himself had established last year.

**Fishing Derby**—The first annual Eleventh Naval District Fishing Derby off San Diego ended in a fish-off last September between the weekly winners of the events that had begun three months before. PHC Jim Julius of the Amphibious School, Coronado, boated a 12-pound yellowtail to place first in the fishoff; he had earlier landed a 28½-pound albacore to gain the finals.



Above left: USS Alfred A. Cunningham (DD 752) produced 126 points to win the CruDesPac Olympiad which attracted some 1500 men. Above: TM3 Steve Burt, left, and TM3 Dave Carlson display the awards they won at Norfolk in track and field events. Far left: Seaman Alfansa Sanchez breezed through recruit training's nine-hazard abstacle course at San Diego in the record time of one minute and 29 seconds. Right: Captain Charles S. Brookes competes in the annual Okinawa Oil Can Derby at Kadena Air Base.



**The Men from Fulton**—At the combined Atlantic Fleet and East Coast Track and Field Meet in Norfolk last May, TM3 Steve Burt and TM3 Dave Carlson of *uss Fulton* (AS 11) were standouts individually and as a team. In the 400-meter intermediate hurdles, Carlson placed first in the LantFlt competition and second in the East Coast. Burt captured the LantFlt high jump (6'-2") and placed third in the East Coast portion of the same event; and was second and third, respectively, in the discus. On impulse (he had nothing else to do one afternoon during the meet), Burt decided to enter the triple jump, even though he had never before competed in the event. He placed third and fourth, LantFlt and East Coast, respectively.

**Six No-Hitters**—Softball pitcher Clyde Arnold of *uss Kitty Hawk* (CVA 63) threw six no-hitters, including two perfect games, to lead the *Kitty Hawk* team in the tough Puget Sound Naval Shipyard League. In one of his perfect seven-inning games, Arnold struck out 19 of the 21 men he faced. After 70 innings pitched, Arnold had struck out 162 batters and had allowed only one earned run.

**Senior Olympics**—Retired Chief Steward Bert Burnham of Los Angeles won the 100-meter dash for age group 60-64 in the first Senior Olympics at the Los Angeles Coliseum last June. The track and field meet for men 40 and over drew about 500 entrants from 25 states. Chief Burnham ran against seven others in the 100-meter finals, and was three yards ahead of the field when he hit the tape at 14:1 seconds. The retired (since 1948) Navyman keeps in shape at age 60 by running two miles three times each week. His average time for the distance: 17½ minutes.

**Swimming**—In rough water competition in the San Diego area, Captain Jerry R. Siefert continues to dominate the old-timers class (no one below age 45 may

compete). During the first two weeks of September, CAPT Siefert, 53, won rough water meets at Oceanside and La Jolla and carried away two more trophies for his collection. The ComCruDesPac legal officer was captain of his swim team at the University of Wisconsin, and nine-time state AAU champion. In 1948, he won All-Navy honors in the 200-meter.

**Recruit Obstacle Course**—At NTC San Diego last summer, then-Seaman Recruit Alfonso Sanchez of company 281 breezed through the training command's nine-hazard obstacle course in one minute and 29 seconds—a full eight seconds faster than the previous best time. Obstacles included a 13-tire "stamper;" 40-foot pole parallel with the ground that is run to test agility and balance; four-foot tunnel of airplane tires; eight-foot wall of telephone poles; 20-foot rope (hand over hand); another eight-foot wall; ramp and sandtrap; swing rope and sandtrap; and solid 10-foot wall.

**Jolly Good Show (Almost)**—The basketball team of *uss Wasp* (CVS 18) participated in the English Bank Festival Tournament at Plymouth, England, last August, and in the first game defeated the All-Services Team of England, 54-46. The *Wasp Stingers* next outgunned the National Champions of Liverpool, 78-50, but had to settle for second place in the tourney after a showdown with the big, slick, highly organized Forrest Park Highlanders of St. Louis, Mo. The 88-39 thrashing at the hands of the Highlanders was the *Stingers'* first loss in 17 starts.

**Model Airplane Championship**—More than 50,000 spectators turned out at NAS Glenview, Ill., last summer for the 39th annual National Model Airplane Championships. An estimated 1200 modelers from throughout the United States and several other countries participated in 42 separate events during the



Left: Wave Seaman Chris Cunningham of the Naval Communication Station Honolulu got a position on her command's formerly all-male football squad. Above: AE1 Norman H. Johnson and assistant, AQB2 R. A. Johnson, prepare his modified "Combat Streak" for takeoff from USS *Midway's* flight deck. Above right: ST1 Herbert B. DeLong shows his form with a .45-caliber pistol that makes him one of the top Navy shooters. Right: Captain Jerry R. Siefert holds the trophies he won leading his class in two open ocean rough water swim meets at Oceanside and La Jolla, Calif.





week-long competition. Designing, building and flying model airplanes is catching on as a hobby for many Navy men. AT1 Norman Johnson of *uss Midway* (CVA 41), for example, designs and builds planes for competitive and sport flying, and has provided his shipmates with numerous demonstrations of model stunt flying and all around air showmanship.

**Cycling to Corfu**—Equipped only with a sleeping bag, two spare tires, \$150 and a Greek-English dictionary, DS2 John Elman of *uss Albany* (CG 10) bicycled 500 miles from Athens to Corfu, Greece, during his ship's deployment to the Mediterranean. Endurance bicycle riding is Elman's free-time pastime, and since entering the Navy in 1966, he has pedaled from Los Angeles to Vancouver; Los Angeles to Boston and Norfolk to Mayport, Fla. Most recently, Elman explored the areas around ports *Albany* has visited in the Med: Valencia, Naples, Villefranche and Athens. When *Albany* departed Athens, John headed overland on his cycle and met the ship at Corfu.

**Passumpsic Basketball**—Twenty knots of wind across the backboard is one of the usual playing conditions for basketballers on board *uss Passumpsic* (AO 107) in the PHIBL (POLcat Halfcourt Interdivisional Basketball League). PHIBL's 12 teams play on the helo deck three times a day—winds, seas and unreps permitting. The 130 players range from 6'-5" and 280 pounds to 4'-11" and 120. Since *Passumpsic's* "helo-torium" has only two seats—for the timer and scorekeeper—the league can always claim its games have standing room only. And what other basketball league has albatross, flying fish and porpoises as regular spectators?

**Confession of a Rookie**—"Many thoughts, mostly of my early life, raced through my mind as we lined up

for the play. While the quarterback snapped out the signals, I could hear the other team snickering and making jokes.

"Suddenly, everything was in motion. The field, the players and the spectators became blurred. I was running forward, and I kept running until the ball slammed into my stomach and my breath rushed out in one large gasp.

"What happened after that is still hazy. I remember lying on the field, feeling every bone in my body to make sure none were broken.

"That was the only time I was in the game; a replacement came in for me and I staggered off the field."

Wave Seaman Chris Cunningham of Naval Communication Station Honolulu, caught up in the spirit of women's liberation, had accomplished what she wanted — integration of her command's all-male football domain. The pert halfback added, however, that after her one play, she decided to hang 'em up.

## ROD & GUN CLUB

Outdoor enthusiasts on board *uss Brownson* (DD 868) have their own rod and gun club while underway. The ship recently purchased trapshooting equipment, and for a small charge any crewmember may try his skill at breaking clay pigeons thrown into the air from the fantail. The money collected is used to restock the supply of ammunition and targets.

Competition is keen and several marksmen have been discovered. During one Sunday afternoon, more than 1000 rounds of ammunition were fired.

Fishing enthusiasts on board *Brownson* have caught dolphins and other game fish.

## ANY BOY CAN CLUB

*uss Iwo Jima* (LPH 2) has gotten involved with



Left: BM1 Carl B. Tilley breaks a board with his foot during one of his classes on board *USS Durham* (LKA 114). Below: Tilley, a third degree black belt, watches two of his students spar.



assistance to San Diego's Any Boy Can Club, a program for inner city youths founded in 1966 by popular former light heavyweight champion Archie Moore.

Moore and a number of the boys ages 8 to 15 visited the ship last summer and presented boxing and karate exhibitions for the crew.

The Any Boy Can Club attempts to reach as many boys ages 8 to 15 as possible during their important growing years. Boys are taught to be responsible members of the community in spite of unfortunate family circumstances or backgrounds, and the contrary pressures of inner city life. Approximately 500 boys from the San Diego area are on the club's roster.

Moore told the *Iwo Jima* crew that its assistance to the club is an important and gratifying involvement. Captain Leland E. Kirkemo replied on behalf of his crew that *Iwo Jima* felt the Any Boy Can Club can help provide the nation with upstanding men and the Navy with outstanding shipmates.

## DURHAM KARATE

During the day, BM1 Carl B. Tilley is leading petty officer of the forward deck force of *uss Durham* (LKA 114). At night he teaches karate to 32 shipmates.

Tilley's classroom is the first level of *Durham's* second cargo hold. He teaches Taekwondo Korean Karate, one version of the art of self-defense.

"I'm trying to teach these fellows how to use their bodies," said Tilley. "The hands, fist, palm, feet, elbows, toes, knees, wrists and occasionally the head can be used very effectively by a karate expert."

Tilley, who is 5'-6" and weighs 135 pounds, has been learning and teaching karate for nine years, and holds a third degree black belt.

## RIFLE AND PISTOL CHAMP

What does a person do with 5000 pounds of trophies?

If it's ST1 Herbert B. DeLong of the destroyer tender *uss Prairie* (AD 15), he gives them away to local civilian and military representatives who support shooting competition in the San Diego area.

DeLong has won two and one-half tons of trophies in rifle and pistol competition during the past six years, and has now given up accepting most of the trophies he wins in matches.

It started in 1964 when DeLong entered his first competition and won the First Naval District Rifle and Pistol Match. He since has collected an average of 20 medals and trophies for each match he entered.

The 31-year-old Navyman holds records which include 1970 honors as All-Navy Pistol Champion. He also holds the range record and night range record at the San Diego Police range.

## HEAVYWEIGHT CHAMP

"I've found that military boxers seem to be in better shape than amateurs on the outside, so I have to be in that much better shape to win."

A fighter who has not had a sparring partner since he entered the Navy two years ago, QMSN Duane Bobick, 19, has kept in shape through his own rigorous training program, which obviously has been successful.

Bobick is the All-Navy heavyweight champion, and was runner-up in the 1970 interservice boxing competition.

In only his fourth year of amateur boxing which began with Golden Gloves competition in Little Falls,



Above: QMSN Duane Bobick receives his plaque for winning the All-Navy Heavyweight title. Middle: A karate expert breaks a solid block with his fist as crewmembers of *USS Iwo Jima* (LPH 2) look on. Above right: Karate exhibitionists are introduced to the crew of *LPH 2*. Right: The start of *NRS* 11-35(L)'s fourth annual nautical mile run for the under-30 division.





Minn., Bobick appears to be a natural. After entering the Navy he boxed in boot camp at San Diego, but received little opportunity for formal training after assignment to the communications station at Kunia, Hawaii.

Without benefit of a coach or sparring partner, Bobick trained for more than a year before he found his first match. From relative obscurity, he won the Hawaiian heavyweight title.

"It's difficult to train without sparring partners because I can't test new punches," argues the champ, but last April he went to San Diego and won two bouts to qualify for the All-Navy tournament at Orlando. In the All-Navy finals, he took a split decision from SH1 John Hunter and won the championship.

At the interservice tournament, Bobick kayoed Joe Thomas of the Army in the second round.

"Then I lost the hardest match of my career on a split decision to Percy Price of the Marines."

Bobick plans to try out for the U. S. Olympic team for the 1972 games at Munich.

## NAUTICAL MILE RUN

ONCE AGAIN the Naval Reserve Nautical Mile Run competition was held at Los Angeles Valley College, and again it was Seaman Mike Wagenbach of Naval Reserve Surface Division (NRSD) 11-35(L) who outdistanced the field and won the salty track honors in the fastest time.

In the open competition (age 29 or younger), Wagenbach ran the nautical mile in 5:04, a full 16 seconds faster than the record time he had established during the race a year before.

In the age 30-40 class, first place was won by FTC

Bob Witman of NRSD 11-20, Long Beach, with a time of 6:19.

In the seniors (over-40) competition, BMC Carl Murphy of MSD 8-97, New Orleans, ran the event in 7:18 to capture first place. (Defending champion of the over-40 category, CDR Earl Rippee, had the previous year run the nautical mile in 6:19 to set the seniors' record, but was unable to compete in the latest races because of a foot injury.)

Runners-up in the nautical mile races were:

*Open (under 30)* — ENS Jack Ziegler, NRTC 11-46, Santa Monica, 6:09; James H. Todd, USS *Hooper* (DE 1026), 6:14; LT Fred Schack, NRSD 11-35(L), North Hollywood, 6:38; Brian Ings, NRSD 11-17, 6:42.

*Ages 30-40* — CDR Donald Hardy, NRSD 11-4(L), Pomona, 6:44; Jim Thompson, NRSD 11-32(L), North Hollywood, 6:48; LT Don Woods, NRSD 11-35(L), North Hollywood, 6:57; LCDR Jerry Glenn, NRSD 11-35(L), North Hollywood, 8:00.

*Seniors (over 40)* — CDR Robert Degner, NRSD 11-1, San Diego, 7:34; PNC Jose M. Rodriguez, NRSD 11-36(L), Pasadena, 8:11; Fred Koch, NRSD 11-1, San Diego, 8:12; CDR John Perrodin, Naval Reserve Dental Co. 11-3, 8:14.

THESE WERE the fourth annual nautical mile races sponsored by NRSD 11-35(L) of North Hollywood. The races were conducted on a regulation quarter-mile track at Los Angeles Valley College for the second time. (When the unusual race was originated in 1967, the competition was held on the cross-country type course at Valley Plaza Park in North Hollywood.)

More than 50 runners from Fleet and Reserve units throughout the United States participated in the competition. Coaching was provided by Laszlo Tabori, former Hungarian Olympic star and the third man in history to run a conventional (statute) mile in less than four minutes.

Trophies were presented to the first five finishers in each of the three race categories by Rear Admiral Charles Paxton and actress Alida Tennant, and everyone who finished the race received a Nautical Miler certificate.

Miss Tennant, who appeared in the motion picture *The Stewardesses* (and competed in ladies low hurdles and cross-country racing while attending high school in Florida), herself runs two or three miles a day because, she said, "running is one of the best ways to keep your muscles in tone and to control your weight." No argument (see cut).

*There have been countless other athletic and recreational achievements by Navy men and women during 1970. We have probably failed to mention certain heroes, record-setters and all-around-good-sports who are deserving of recognition, but as the saying goes, wait'll next year.*



Actress Alida Tennant paces with Seaman Mike Wagenbach, winner of the under-30 class of NRSD 11-35(L)'s fourth annual nautical mile run. Miss Tennant runs two or three miles a day to keep in shape.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers-P31, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *USS Harry Lee (APA 10)*—A 30th anniversary reunion for crewmembers who served during the period 1940-1945 will be held in Saugus, Mass., on 5 Dec 1970. For information contact Mike Kutlowski, P. O. Box 142, Hampton, N. H. 03842.

• *Pearl Harbor Survivors Association*—The 1970 convention will be held 5-8 December in New York City. Pearl Harbor veterans who wish to attend may contact John Hentschel, 184 Leverich St., Hempstead, N. Y. 11550, for information.

• *USS PCE 843* — Crewmembers of the period January 1953 to August 1955 who are interested in a reunion may contact Donald Hewett, 4983 Mexico Rd., RD# 4, Fulton, N. Y.

13069, for information.

• *USS Philadelphia (CL 41)*—The eighth reunion of former crewmembers will be held in Hershey, Pa., 29-31 Jul 1971, sponsored by the USS Philadelphia Association. For information contact Frank J. Amoroso, 93 Dunbar St., Somerset, N. J. 08873.

• *58th Seabees*—The 25th annual reunion will be held 14-18 Jul 1971 at Wentworth by the Sea, Portsmouth, N. H. William H. Penney, 15 Putnam St., Revere, Mass. 02151, has the details.

• *USS James C. Owens (DD 776)*—A reunion for crewmembers of the 1950-1952 period will be held in Mt. Pocono, Pa., 29 Jul-1 Aug 1971. Gino Nalaschi, 95 Taroli & Main, Old Forge, Pa. 18518, can provide information.

• *League of Naval Destroyermen*—Early reservations are encouraged for the Fourth Grand National Convention to be held at Mt. Pocono,

Pa., 29 Jul-1 Aug 1971. For information write to the League of Naval Destroyermen, Box "M", So. Windsor, Conn. 06074.

• *USS Tuscaloosa (CA 37)* and *USS Wichita (CA 45)*—Former crewmembers will hold a second joint reunion in Tuscaloosa, Ala., 30 Jul-1 Aug 1971. For information, *Tuscaloosa* men may contact Bernard J. Wolters, 510 Elizabeth, Kansas City, Kan. 66101. *Wichita* personnel should write Joe Glass, 111 Dupre Ave., Norfolk, Va. 23503.

• *USS Essex (CV 9)*—The 1971 reunion for former crewmembers and men who served on board with air groups will be held 5-7 August in New York City. Queries should be addressed to *USS Essex (CV 9) Inc.* Box 10123, Louisville, Ky. 40210.

• *115th Naval Construction Battalion*—These former Seabees will reunite in Kansas City, Mo., 12-15 Aug 1971. Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203, has more information.

## All the Law Allows

SIR: The Navy tells me that a separation allowance is a bonus given to a married man to cover the cost of having others do incidental household jobs while he is on sea duty.

This is fine but why don't all married men receive it? Right now, only those in pay grades E-5 and above and E-4 with over four years of service are eligible.

It seems to me that all married men on sea duty should be entitled to the family separation allowance without regard to rank.—J. B. C.

• *Payment of family separation allowance is governed by law and the law says it shall be paid to those in pay grade E-4 having four or more years of service and to those in higher pay grades.*

*These are the career men who, when the law was passed, were entitled to transportation of their dependents at government expense.*

*Now, of course, transportation is authorized at government expense for the dependents of Navymen in pay grade E-4 having more than two*

*years of service and on active duty commitment of at least six years.*

*The Department of Defense plans to ask Congress to amend the law to entitle these men to a family separation allowance.*—Ed.

## The Lady Commands

SIR: I understand that a Commander Holliday has become the first woman officer to take command of an all-male Reserve Surface Division at the U. S. Navy and Marine Corps Reserve Training Center, Gulfport, Miss.

Navy Regulations, Article 1383, states: "Women Officers shall not succeed to command as Commanding Officers except at those activities the primary function of which is the administration of women personnel."

Please explain if someone goofed or if I misunderstood Navy Regs.—CPO M. G. J.

• *Nobody goofed. The lady in question didn't succeed to command; she was detailed to command.*

*The article of Navy Regs you cite prohibits a woman officer from succeeding to command in such circumstances as the death or incapacitation*

*of the CO; but it does not prevent her from being ordered to command by the proper detailing authorities. That may seem to be a fine distinction, but it's an important one.*—Ed.

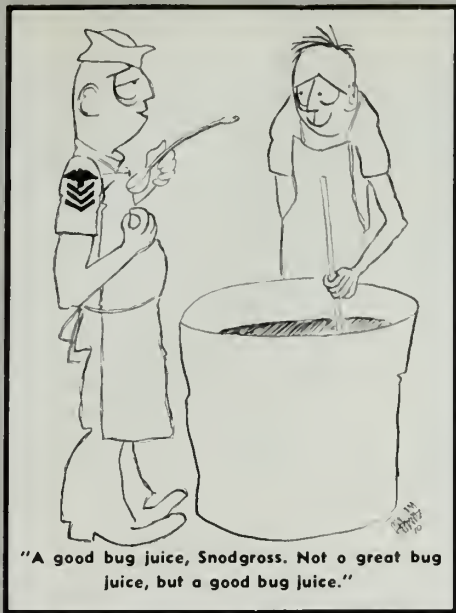
## Reenlistment Bonus

SIR: Has anyone considered increasing the basic reenlistment bonus from the present \$2000 ceiling to a more realistic figure? Considering the pay raises we have received in the last 10 years, it would seem appropriate to raise the bonus, too.

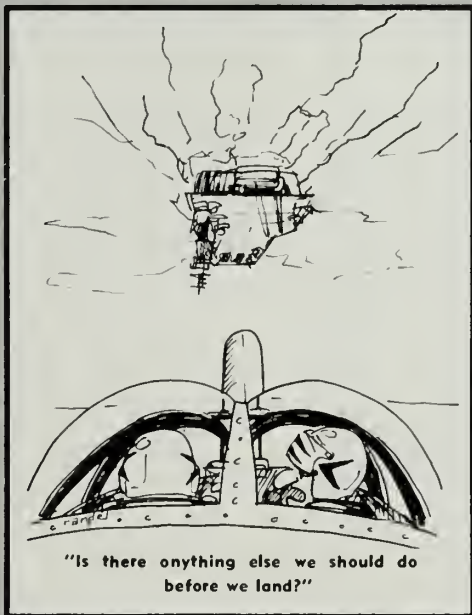
For example, an E-5 with over three years of service for pay purposes receives \$355.50 per month as his base pay. If he reenlists for six years at the end of his first enlistment, his reenlistment bonus would total \$2133 but he would only receive the bonus ceiling of \$2000 and no further bonus for the rest of his Navy career.—R. H., CTTC, USN.

• *The answer to your question is yes. A raise in the reenlistment bonus was recommended in the First Quadrennial Pay Review and is now being studied by DOD.*—Ed.

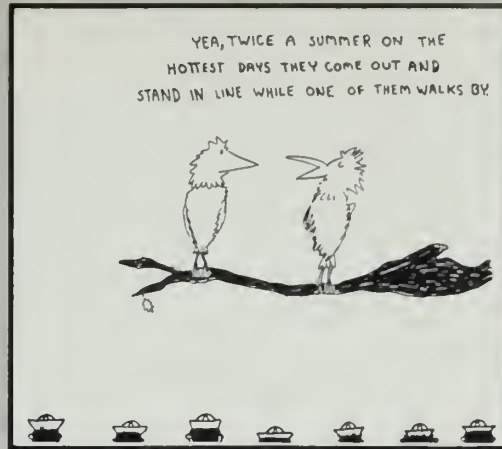




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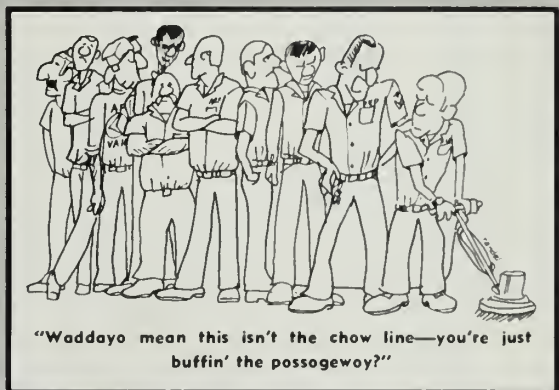


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CT1 Donald L. Winans



# TAFFRAIL TALK

**B**ILL BONNING, 21, and his cousin Terry LaGerould, 20, have joined the Navy—but not to see the world. They already have.

After the two were sworn into the Navy's CACHE delayed active duty program early this year, they made a trip around the globe—by bicycle.

Leaving in April from their home town of Pontiac, Mich., Bill and Terry pedaled through England, the Middle East, Asia (including the Republic of Vietnam), Hawaii, and San Francisco, then home.

The only times they used transportation other than foot-power were when they crossed the Atlantic and Pacific Oceans and the English Channel—and once when they had to take a 15-minute train ride through the third highest pass in the Swiss Alps. That was after they'd tried for three hours to get through seven feet of snow, but finally had to turn back.

When they recycled into Pontiac, behind them were 137 days, \$500, 61 flat tires, 20 new tires and 50 broken spokes.

They had slept alongside the road, under bridges, on bridges, in fields and jungles—and once in an American home in Pakistan with seven servants waiting on them.

Terry and Bill remember a mud house in Turkey; cobblestone streets under their wheels in France; beggars lining the streets in India. They lived on bread and cheese in Europe, then changed their menu to rice pudding and shishkebob in Turkey. They survived earthquakes, sandstorms and monsoons.

Would they make the trip again? Bill's doubtful. Terry says: "Well . . . with 30 or 40 guys and \$10 a day, I'd consider it."

The cousins were scheduled to enter boot camp at San Diego in October.

Terry, after seeing so much illness and suffering, wants to strike for hospital corpsman.

And Bill wants to work in aviation, because he's tired of bicycles.

★ ★ ★

**O**RDINARILY YOU WOULDN'T THINK a P-3C Orion would make a good nursery. The plane's built for hunting submarines, not carrying babies. But this was an emergency.

Little Lainie Dominguez, born prematurely in Keflavik, Iceland, needed expert care immediately. The closest place she could get it was Wiesbaden, Germany, and the plane available was an Orion of Patrol Squadron 49.

All through the night, two Navy maintenancemen worked on the aircraft's electrical and oxygen systems, mating them to the incubator which would carry the baby.

The plane took off, with a doctor and two corpsmen keeping watch over the tiny passenger.

Then the oxygen supply began to run low.

Lieutenant Mike Grady, plane commander, got the crew organized to use the emergency walk-around oxygen bottles to supplement the waning flow of oxygen to the incubator.

The crew's teamwork did the job. The Orion landed in Germany with oxygen to spare; a waiting ambulance rushed Lainie to the hospital; and at last report, she was doing fine.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers-P31, Navy Department, Washington, D. C. 20370.

• **LOOKING UP OR DOWN?**—Clean air pours into USS Permit (SSN 594) through this open hatch after running submerged for several days.—Photo by PH3 D. P. McCloskey.





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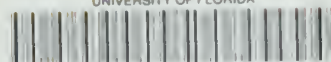
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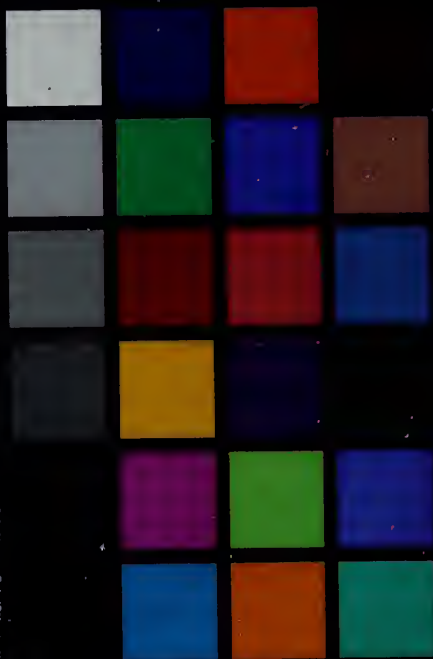


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